

# SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A WEEKLY NEWSPAPER FOR SEAFARING FOLK AND THEIR FRIENDS.

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## AS OTHERS SEE US.

*Resolution passed at meetings of seafaring men in London, Liverpool, Glasgow, Cardiff, Hull, Sunderland, Dundee, Shields, and other ports.—“This meeting pledges itself to support SEAFARING.”*

*Ship Masters and Certificated Officers’ Union.—“Having the largest circulation in the world of any paper connected with shipping, SEAFARING is the best medium for advertising the wants of seafaring men.”*

*Morning Advertiser.—“Ably and smartly written.”*

*Daily Chronicle.—“An ably conducted and interesting paper.”*

*Reynolds’s Weekly Newspaper.—“A bright little paper.”*

*Literary World.—“Will be appreciated by all who go down to the sea in ships.”*

*Coast Seamen’s Union (San Francisco).—“Delightful and interesting, and a worthy champion of the sailors’ cause.”*

*Star.—“What sailors are interested in, and need to know, is culled from all quarters.”*

*Liverpool Daily Post.—“Fast winning a foremost place under the title of SEAFARING. Most popular with Seafaring people.”*

*Liverpool Mercury.—“In every way suitable for the purpose it has in view. The variety of matter with which it is replete, and the information which it contains, justify its claim to be ‘the organ of the seafaring class.’”*

*Liverpool Echo.—“There is plenty of work for this journal with its nominal price and multifrom attractions.”*

*The People.—“It will be useful to those in whose behalf it has been started.”*

*The Democrat.—“Did useful work.”*

*Seaboard (New York).—“Bears that peculiar, indescribable air that most newspaper men recognise as a warranty of long life and prosperity.”*

*Weekly Budget.—“A career of much prosperity and usefulness.”*

*Tonbridge Free Press.—“Interesting to everybody.”*

*Mercantile Marine Service Association Reporter.—“A genuine ring about the articles, which are written in true sailor style.”*

*Scottish Leader.—“Its sails are already filled with a favouring breeze.”*

*Southampton Observer.—“Advocates the interests of seagoing folk with zeal and ability.”*

*Western Daily Press.—“It is well conducted, and is full of original matter.”*

*Eastern Daily Press.—“Something in its columns to suit even gentlemen of England who stay at home at ease.”*

*Hampstead and Highgate Express.—“No reason why this message to and from the sea should not become one of the most influential organs.”*

*Hampshire Independent.—“Well conducted.”*

*Cork Examiner.—“Promises to be one of the most valuable of the class papers.”*

## YARNS.—XCVI.



## THE NATIONAL MARRIAGE.

The air is full of wedding bells,  
The town is decked out smart,  
Because a Prince’s daughter weds  
The subject of her heart.  
And lustily we cheer, and long,  
As bride and bridegroom pass,  
We’re not such democrats, ye know,  
As not to cheer the lass ;  
Whose veins, like ours, are all aglow  
With good old Norseman blood.  
But as we make our loyal bow  
We’d have it understood  
That loftier claims are in the air  
Than those of wealth and caste ;  
That higher movements sway our lives,  
Than such as swayed the past ;  
That, though our fathers bowed the knee  
And gaped at crowns and gold,  
Ours is an Empire far more real  
And vast and manifold  
Than any ruled by kings and lords  
On the ancient Royal plan,  
Because it is the empyry  
Of poor and toiling man.  
Yes, yes, we’d have it known to you,  
Whose names are old and great,  
That man has higher functions now  
Than those you dub “of State.”

What though no organ voices roll,  
No prelates join in prayer,  
No roses wither underfoot,  
No perfumes scent the air,  
No crowds august together meet,  
No crimson cloths are spread,  
When Union lass and seaman bold  
With one another wed ;  
What though no journals flaunt their praise,  
No Parliaments debate,  
Of grants and glories without end,  
Wherewith to raise their state ;  
Yet are their nuptials worthier note  
For those with eyes to see,  
Than any golden Royal ones  
Can ever chance to be.  
The reason ? ‘Tis not far to seek.  
This generation’s king  
Is he who toils with brain and hand—  
For labour’s everything ;  
And every time that Industry  
To Union firm is bound,  
The world’s more changed for good, my lads,  
Than if ten kings were crowned.  
So while you cheer as you may choose  
All good in a king’s house,  
Still keep our heartiest plaudits for  
Fair Union and her spouse.  
Oh, ‘tis a glorious wedding this,  
For Jack—so wronged of old,  
And Progress will increase thereby  
A hundred thousand fold.

## XCVII.

## AN EXPERIENCE AT SUAKIN.

One fine Sunday, while Transport No. 88 anchored on the Suakin coast awaiting orders from the port authorities, it was all arranged that a boat should go in the early morning away from the ship to the coral reefs in search of coral and shells. Accordingly, the first and second officers, and first and third engineer, with a jovial lot of seamen and firemen, started at 5.30 from the ship, all bent on a good bathe and on finding some good specimens of coral and shells for wives, sweethearts, or sisters at home. We tried the first reef but it did not come up to our ideas of coral, therefore we pulled further south to the next reef. Soon all hands were stripped and in the water; but first it was arranged between the first and second mates that one or the other of them should remain in the boat with a boat's crew. Well it was that such arrangement was made.

After about eight or nine of the men had been a little time in the water, some on one side of the boat and some on the other, and at a distance from 12 to 20 fathoms, a hue and cry was raised from the party on the port side of the boat, "A shark, a shark!" The second officer being in the water and on the starboard side of the boat, thinking this was just a got-up scare, was in the act of remonstrating with the men on such foolishness, and threatening to have them all called into the boat, when his brother officer, the first mate, let out an unearthly yell from the boat.

"For God's sake, give way, lads, with your oars."

The boat was speedily alongside the poor third engineer, and only just in time for the mate to deal Mr. Sharkey a prod with the boat-hook, for already his huge white shining belly was upturning, so that his great ugly maw might grab at the third engineer. He, poor fellow, was now hauled into the boat, though more dead than alive, the rest scrambling into her as best they could. The chief mate, realising the danger his fellow-officer was in out to windward, shouted, "Look out for yourself, Mr. L—, and God help you. Give way, my lads, for the love of God; he'll have the second mate."

"Aye, aye, sir," was the hearty response. And didn't we just give way? Why, we nearly raised the boat out of the water with powerful strokes of our oars, till she seemed to jump over the waves like a living creature who shared our determination to cheat that ugly brute if we could, and don't a shell-back, specially a deep-water one, just like cheating them ugly brutes? You bet! if the Government would send sodgers and men-o'-war to kill them monsters, instead of slaughtering men, I for one would think it better. Howsomever fly as that boat did, we were none too soon. The excitement o' us fellows was intense, as the chief mate caught the shark another dig in the jaw with the boat-hook and diverted him from the poor second d'key, for a moment, who meanwhile was caught up into the boat in nick of time before the shark could go for him again. The chief mate then fetched the shark a second prod with the boat-hook, and that caused the shark, I suppose, to sheer off full speed, for we saw him lash himself off into deep water. The first mate, who had been "many years in her Majesty's service," and who had been slave-catching many years in the Red Sea, and on the African coasts, believed the shark was one of the reef-sharks, but he never had any idea till he saw that one that they would be in such shallow water.

Thank God, we all got back safe on board No. 88 to breakfast, but when the captain saw the solemn faces at the breakfast table that Sunday morning he began to smell that something unusual had been up, and you may be sure we got a severe wigging for our trouble in going coral hunting on Sunday. The poor mate, though but a young man, only made two or three voyages after that, when he was called from this earth; he succumbed to the fever at Aspinall. But the second mate and the third engineer still live to spin this yarn, and thank God for their escape, and to pray that the Union and SEAFARING may be as successful in rescuing shell-backs from land sharks as we were in rescuing them from the Suakin shark.

## CORRESPONDENCE.

## THE SHIP DESERTED THEM.

To the Editor.

DEAR SIR.—I joined the ss. *Enfield* on Thursday, April 18th, and worked on board until the 20th, making three days. The crew was ordered on board on the 20th. On that day I went on board at 4.30 a.m. and worked until 2.15 p.m. I asked the captain if I could go on shore to say good-bye to my wife and friends. He answered yes. I got back about 10 to 4, took off my jacket, put on my apron, and went about my duty. I was going along to the galley, when I noticed the captain speaking to the crew on the wharf (they had been there all day with their clothes). A few minutes after I heard that there was a dispute among them. I took no notice of it until they began shouting us to come on shore. (I here mean by us, the cook, assistant steward, boatswain, one sailor and myself.) We jumped into a boat and went on shore. We then learned that there were three firemen short and that they would not join the ship until the three firemen came. A few minutes after two of the firemen came down, and after finding out that they were Union men we were all willing to go on board, but when we came to look for the boat it had gone, and the ship was swinging round. Some of the men then hailed the ship, but got no answer, but she steamed down the river leaving us all standing on the wharf, the cook and myself in our shirt sleeves and all our clothes on board, also the boatswain, one sailor, and assistant steward, whose clothes were on board. We all waited on the wharf until 10 to 6 to see if they would send the tug-boat that had been attending the ship for us. But no, we saw the tug-boat come up the river, and a few minutes after she came down again with men on board. We made signals to her, but there was no notice taken of them. We then went up to the Union branch and reported it. So, Mr. Editor, if you would kindly insert this in our craft, SEAFARING, it may be the means of something being done. I think we should either have our clothes or some recompense for them, as the ship was in Bangor on July 15th, and I have reported it, but I cannot get to know if anything is going to be done for us or not.

Hoping you will favour my request by kindly inserting the enclosed,—I remain, yours in unity,

HENRY COOK,  
(who was) steward ss. *Enfield*.  
23, Gosford-street, Middlesbrough.

## ROBBERY AND MURDER.

To the Editor.

DEAR MR. EDITOR.—I have heard and read a great many complaints regarding the hardships of seamen, especially in the coasting trade, but the one I bring under your notice surpasses all endurance. A man in a cross Channel voyage is called on deck to set his watch at 2 a.m., and keeps it until 6 a.m., then gets relieved for perhaps one hour, picks out the best place he can to get a smoke, for I am speaking about the Dublin steam colliers, and they are nothing more nor less than half-tidied rocks. He is then called at 7 a.m., for the vessel is entering Dublin Bay, and all hands must get the ship ready for docking. You arrive in Dublin and dock at say 10 a.m., go home and tell your wife you are here, and be back at 1 p.m. and keep watch, and mind you be at work, for there is plenty of that laid out for you, until the ship is ready for sea at 8 p.m. Proceed then to sea, set the watch at the Bailey Light at 10 p.m., and stay on deck until 2 a.m., or perhaps 3. Now I wish to let the public know,

through the medium of our tight little craft, SEAFARING, that sailors are often on deck for 24 hours at a stretch. Perhaps on your inserting this, some people may have heard or read of the like. If so, it will be in the Siberian mines, or the slaves in the galleys of Toulon chained to the oar, or in the Neapolitan hulks, or such; but I must confess it surpasses all the power of endurance that I have known or heard of in my life's experience at sea. Now, Mr. Editor, to my own knowledge serious accidents have occurred to Dublin ss. colliers on account of the men being asleep in their watch, for we must give the body and brain some rest. Now take, for instance, the ss. *Captain Parry*, ashore at Rathkeale, and the collision of the ss. *Tolka*, and others which have been proved in the law courts, and yet the owners of these so-called ships' husbands, nor even the Board of Trade, will see that poor Jack gets the rest that his tired-out poor body requires. Now, Mr. Editor, a word about the so-called ships' husbands. I heard a capital story the other evening from an old shipmate, which loses none of the pith from the fact of its being too true. A report was made to a certain ship's husband in a Dublin firm, whom we will call Mr. Red Tape, that one of their ships was sailing with no anchor-stock. Accordingly he called on the company's manager, whom we will call Mr. Bumble, and the worthy pair proceeded on board. They searched the meat safes, gazed in wonder into the binnacle, but did not go too near the compass, I suppose for fear of an explosion. Searched the w.c., examined the galley, dived the cook's tormentors into the coppers; in fact, they looked everywhere that it was impossible for an anchor-stock to be. At length the fact dawned on these worthies that neither of them knew what an anchor-stock was, and, horrible to relate, there were no sailors on board, for they had had the audacity, after a hard wet night at sea, to go home at 12 o'clock in the day to be back at 3 p.m., to go to sea again. In the face of such a dilemma what was to be done? Oh, report to the owner immediately. And away went the pair to the owner, stopping on the way at the Anchor Tavern, to see what sort of stock was there. The owner was not a little astonished at being informed that his vessel had neither anchors nor crew belonging to her, or something to that effect. Needless to say, the gentleman smiled, but with all the gravity at his command he promised to give the matter his earliest attention, and made an appointment with the pair on the vessel's return. Two days after a fine steamer might be seen coming up the river Liffey in fine style, fully manned and equipped, with master, officers, crew, boys, boats, rigging, tackle, and everything appertaining to a ship in the best of condition. Mr. Red Tape was duly ushered on board and courteously received by the captain and officers, who kindly initiated him in the mysteries of an anchor-stock, its uses and purposes. He then went on his way a wiser if not a better man. He had seen an anchor-stock and found out what it was. But what else had he done? He had heaped another load on the backs of an almost overburdened crew of decent, hard-working, good seamen, and made life in that ship anything but pleasant for Jack. There is no more rest in port in that ship. Any rest must be got at sea, and we all know what that means in a Dublin steam collier. Perhaps as the dark nights come on some poor fellow, tired out for want of the rest which nature must have as her due, will fall asleep on deck, and be awakened by a crash, and the next moment himself and his shipmates will be in eternity, all caused by a terrible collision—and who is to blame? I say it is the Legislature of our country that does not see to the passing of a law to get poor Jack a fair share of sleep, as well as other men. Well, as a matter of course, there is sure to be a Board of Trade inquiry, and the judgment of the court is that the vessel was lost through a collision, and the crew drowned; at the same time the court, in admiration of the intelligence of Mr. Bumble, desires to recommend him to the kind consideration of the owners as a future partner in the firm.—I remain, dear Mr. Editor, yours, &c., SHELLBACK.

Dublin, 29th July, 1889.

(For further Correspondence see page 7.)

IN reply to Mr. M'Cartan, in Parliament, Mr. Jackson said £148,034 was spent in the formation of Donaghadee Harbour, and £24,728 has since been spent on repairs and maintenance. No dues are charged. There has been some silting, as was inevitable, but the harbour is not in a dangerous state. There are no local fishing boats, and there is ample room for the fishing boats from other ports that make use of the harbour, amounting last year to 54.

## THE TWO LOVERS.

(Copyright.)

"You know I don't like to disappoint you, Nellie, and I would take you to the ball if I possibly could. But it will be impossible for me to leave the Mill on New Year's Eve in time to drive to Staxton."

Nellie Bradley's usually sunny face was darkly clouded, and she bit her lips in vexation; on seeing which her lover hastily added, "Don't take it so much to heart, dear. I will come over as early as I can and, if you like, try those new songs with you."

The girl murmured an assent to this proposal. She did not quite recover her spirits, however, and she closed the door upon Harry Russell and the darkening street with the feeling that it was a great hardship that she could not go to the Volunteers' dance. She had looked forward with such zest to the occasion, for balls were scarce in that part of the country.

Nellie Bradley and her mother lived happily enough in their small cottage, although they could recall brighter memories. About eight years before—when Nellie was just entering her teens—Mrs. Bradley's husband had died in embarrassed circumstances. His mills and factories were sold, and when all his creditors were satisfied Mrs. Bradley was left with only a small annuity. Nellie still cherished recollections of the luxuriant and refined home in which her childhood had been spent, and at times it had been her day-dream to restore their fallen fortunes by a brilliant marriage. And in good sooth she was well equipped for conquest. To the beauty of golden tresses and a face as fresh and fair as a May-day sunrise, she added the charm of a nature wondrously girlish and guileless, but with a sufficient infusion of the *esprit* of the larger world beyond Clinton—a small thriving town in the Lancashire cotton district—to save it from the commonplace. But love is supreme dictator, and although Harry Russell was likely to rise to a much higher position than foreman at a cotton factory, it seemed impossible for him to restore the Bradley household to its former status.

Some time previously a new member had been introduced into Clinton society—a young man named Felix Astley, who came as secretary to a large public company which had started some cotton mills near the town. Felix Astley's family had been acquainted with the late Mr. Bradley, and accordingly he occasionally came to see the widow and her pretty daughter. He was but twenty-two—two years the junior of Harry Russell; tall and good-looking. The heir of a rich London merchant, Mrs. Bradley had once or twice wished that Nellie's affections had been reserved for him.

Hardly had Nellie returned to the room and told her mother of her disappointment, when Felix arrived. He had come with a medical prescription which he had undertaken to procure for Mrs. Bradley.

"What troubles Miss Bradley this evening?" Felix, who had closely observed Nellie, as men will observe women for whom they have a tender feeling, at length inquired. "I hope you are not unwell."

Mrs. Bradley related her daughter's disappointment.

"You must not think me silly, Mr. Astley," exclaimed Nellie, in some confusion; "I am so fond of dancing, and I had so set my heart upon going."

"Would—er—Miss Bradley honour me with her company?" inquired Felix, after a few moments' quick thought. "I have purchased a ticket for the ball, but do not care to venture into company an utter stranger. But I should be delighted to put myself under Miss Bradley's care; and we could drive over in my dog-cart."

Nellie's eyes sparkled. She met the approving glance of her mother, and without thinking further, gave a tacit consent to the suggestion. The next moment, however, she remembered Harry's promise to accompany her with his violin, on the night of the ball, in some new songs. While her mother was making arrangements with Mr. Astley, Nellie tried to overcome her doubts.

"Surely Harry will not object to my going because he cannot go himself? He knows how seldom I have the chance of going to a ball."

And although Nellie still felt uneasy in her mind, it was soon too late to withdraw her consent. Felix departed with the consciousness of having stolen a march upon the man he was beginning to regard as a rival.

Nellie had many misgivings in the two days

which intervened, but when Felix arrived in a well-appointed dogcart, with a man in livery behind, she gave herself up to the pleasures of the drive and the dance.

Harry Russell was troubled and disappointed when, some time later, he turned away from Mrs. Bradley's cottage. His was a simple, unquestioning faith. Until now no fear of Felix Astley's blandishments had crossed his mind. It was two months since he had pledged his troth to Nellie Bradley, and during that time they had never had a cross word; but now Nellie's action troubled him far more than she with her more volatile nature could have imagined. He recalled many signs and tokens of Felix's feelings for Nellie in their intercourse which had gone unnoticed at the time, and "the green-eyed monster" took possession of his heart.

"I did not think you would so lightly break your word to me for the sake of a stranger," he said when he saw Nellie the next day.

The words were gently spoken, but the reproached Nellie's proud spirit.

"Mr. Astley is not a stranger—at least to my mother. And I did not think you would deny me an evening's pleasure. You know how passionately fond I am of dancing."

Nothing more was said; but from that day the breach widened. Harry would not entirely forgive, nor would Nellie frankly confess her fault. Harry Russell became melancholy and moody, Felix Astley more lively and attractive. Harry's visits to Mrs. Bradley's house became more seldom, those of Felix more frequent. But why tell the old story—why detail the course of circumstances by which Harry Russell lost the hope of his life?

One morning, a month or two after the Staxton ball, Nellie received a little note which made her tremble from head to foot. It was from Harry, and informed her that he had left Clinton, perhaps never to return. There were no angry reproaches, but only a few lines of pathetic farewell.

A few evenings ago she had parted from Harry in an angry mood. She knew she had treated him with injustice, and now strove in vain to overcome her remorse. During the day she was constantly saying to herself—

"He will surely come back. It can but be a mere freak with which to frighten me."

But six months passed, and nothing more was heard in Clinton of Harry Russell. Then news came that he was fighting his country's battles out in the Soudan. Harry had been an officer of the Clinton Volunteers, and on offering himself for service he was appointed to a subordinate commission in the thinned ranks of the army in Egypt.

After Harry's departure Felix made but little advance in Nellie's favour. He was an assiduous visitor at the widow's house, and was therefore constantly brought into her society. Although he had not the muscular strength and healthy open face of the factory foreman, he had a fair physique, a winning countenance, and every accomplishment with which to beguile an impulsive girl of Nellie's nature. But Nellie still retained in her heart the image of her old love; absence had made him dearer, and, like Desdemona, she loved him for the dangers through which he was passing. At times she had ever-fleeting fancies of Harry returning, full of honour and glory, to make her his wife.

But one day the newspapers recorded the name of "Harry Russell" as among those who had fallen at the hands of the fierce tribesmen. Nellie's grief was extreme, and she spent many a weary hour in lamenting the thoughtless conduct which had driven Harry from Clinton.

But time softens every wound, and Nellie came to see how useless was this repining. "Let the dead past bury its dead," she would exclaim. "Poor mamma is becoming more and more delicate, and she is worried by the fear that if anything happens to her I shall be left penniless. And if I had not met Harry Russell, I should certainly have married Felix Astley," she added with girlish *naïveté*.

Thus it came to pass that in less than ten years after Harry quitted Clinton, Nellie Bradley became the betrothed wife of Felix Astley.

Among the passengers of H.M.S. Pegasus, which had just arrived in the London Docks, was Lieutenant Harry Russell, who a few months ago had been lamented in every English newspaper as one of the victims of the Egyptian campaign. He had been left for dead on the field, and, terribly wounded, had fallen into the hands of a friendly tribe. So effectual was the result of medical skill that at the end of the voyage home he was quite convalescent. But his face was white and haggard and there was a settled

melancholy in his demeanour. Even to step once more on English soil seemed to give him but little pleasure.

"I've had a miraculous escape from death," he soliloquised as he wandered apart from the groups of people welcoming their friends, and have come home with what some people would call military glory. But I have no more hope in life than when I left England. If I return to Clinton it'll be to find the woman I love with all my heart and soul another man's wife."

Just then he caught sight of a man standing upon the edge of the crowd which had been attracted by the disembarkation, and whose appearance seemed to startle him.

"Can it be? Yes! Felix Astley has too little changed for me not to know him. I must—I will—see him. He can, at least, give me some news of Clinton."

"What! won't you speak to me?" Then, recollecting that his pale face and wasted form might well excuse Felix failing to recognise him, he exclaimed,

"I am Harry Russell, whom you knew at Clinton two years ago."

"No, no, it cannot be," Felix replied, stepping back startled.

Then in a few hurried words Harry told Felix the story of his escape in the Soudan.

A new light spread over his companion's face, he grasped Harry's hand warmly, and exclaimed tremulously, "Thank God! Then Nellie may yet be happy!"

Then glancing cautiously around, Felix continued in a lower voice, "Harry Russell, I think I may trust you. If I make a confession to you, you will not betray me?"

Harry, puzzled by his companion's manner, replied that he would not.

"I am flying from justice! I embezzled the cotton company's money. Billiards and betting caused me to do it. My father sent me to Clinton to escape from these things in London, but my habits were too strong to be broken. Some time after you went away when Nellie gave me no encouragement I gave way to them. I came to London this morning: my flight may not yet be discovered, although it cannot be many days before the story of my shame is abroad."

"Were you about to go on board?" inquired Harry, pointing to several large steamers in proximity, and overcoming the temptation to triumph in his rival's downfall.

"Yes. I shall never return, unless I am able to pay the sum I have appropriated."

"Have you been to your home in London?" asked Harry, full of sympathy.

"No, I dare not face my father. . . . In a week we were to have been married."

"Then you have not married Nellie!" exclaimed Harry, exultingly.

"No; I gladly surrender her to you. She would never marry a thief, and any feeling she may have on my account will be more than atoned for by your return. I am going to send her a farewell message, and I will tell her of our providential meeting to-day."

The following morning Nellie and her mother were at breakfast when Felix's letter arrived. Nellie hastily read it and became deadly pale with excitement. She staggered to the door, and would have fallen had not Harry Russell, who had at that moment been ushered into the room, caught her in his arms.

When she recovered from her fainting fit it was to find herself beside her old lover. She recognised him despite his changed appearance.

But Nellie did not withdraw her hand from his clasp, and meeting timidly his earnest gaze, sweetly whispered—

"Can you forgive my folly, Harry? But, indeed, I was true while I thought you lived."

"There is no need to ask forgiveness of my love. The joy of this moment obliterates all memory of the past."

The following has been received from Lisbond Truxillo, in department of Libertad, Peru, declared infected with yellow fever.

ALL the dredgers of Hamburg to the number of 900, ceased work during the course of last week. They now earn £2 per week, and ask that the quantity of dredged material shall be measured, and all over measure to be made good; also that the wages be raised for every full shute; thirdly, they desire that instead of the engage-ment of the men having to go through an agent, who charges £1, it shall for the future be managed through their own Union.

## MAKERS OF THE UNION.

## PART XVIII.

This week we are able to give some account of one more of the leading workers for the National Amalgamated Sailors and Firemen's Union of Great Britain and Ireland.



MR. JAMES HILL.

Mr. Hill, the newly-appointed secretary at Hull, has seen service both as soldier and sailor. In fact, so full is his history of martial reminiscences and soldierly exploits, that we are not sure whether the army does not rather claim him than the sea. It was in the days of "old John Company," during that terrible and unforeseen crisis of our Imperial history, the Indian Mutiny, that Mr. Hill first saw the light. His father was gallantly serving in the troops of the East India Company, and the baby lying unconscious in its mother's arms had a baptism of fire such as few babies can boast of. Indeed, the writer of this notice, who at the age of 7 years had a very fair taste of the Franco-German War, is quite ready to yield Mr. Hill the palm in the matter of juvenile campaigning.

When at the close of the mutiny the Crown took charge of the old company's troops Mr. Hill's father had finished his term of service, and with wife and child returned to England. Ten years passed and our hero began to evince a desire for a stirring and active career. No paternal objections seem to have been made to his wish for a sea-going life, and he was bound apprentice to the skipper of a coal smack. Here principles of Unionism were first implanted. The mate, a petty tyrant of the old school, was for ever roping and binding the poor little apprentices. Smarting physically and morally under this sort of tyranny, five of the lads, including our friend, determined to "meet" the mate ashore. An opportunity soon presented itself, and the result was that the cruel mate got a sound thrashing, and his five executioners, fearing to return aboard ship, cancelled their own indentures by bolting. Not daring to go home to the paternal roof, young Hill, together with his mates, presented himself before a recruiting sergeant, but the latter functionary shewed none of the customary eagerness to palm off the Queen's shilling on the applicants. Indeed, he would have nothing to do with them. Luckily for our hero he was able to turn his hand to more things than one, and in no long time he got a berth aboard a tug as cook. From thence he went aboard the s. *Florence* as engineers' steward. It was on this vessel that he formed a friendship which ended only with the life of the other party. His friend was second engineer aboard, and with him he shipped in two other vessels, and was in his society for about six years. Death alone severed one of those bonds which are so cheering and noble a feature of the seafaring life. After the loss of

his friend, Mr. Hill went home; but once there, his discipline-loving father threatened to deliver him over into the hands of his former master as a runaway apprentice. There was nothing left for him, therefore, but to again turn out and fight for himself. The stern father should have been flattered by his son's next move, which was to join a crack cavalry regiment in the nearest barracks. A trooper's life is not all clover, and very soon Mr. Hill was fain to return to the sea. His kind mother listened to his persuasions, and bought him out of the corps. On his release he shipped as trimmer in the *Nile* for Demerara. In the West Indies ill-luck attended our hero, and he was laid up with "yellow Jack." This dread scourge, however, chastened, but did not slay, and he was eventually able to return to England. Here he shipped and sailed in Western Ocean liners out of Liverpool and Glasgow; but ere long, hereditary instincts engaged him once more and, in company with other adventurous spirits, he voyaged to the Cape and joined that fine body, the Cape Mounted Rifles. Frequent brushes with the enemy and a rough and ready life suited our hero well, and for six years he remained in the police. But at the end of that time the restless, wandering fever again seized him, and claiming his discharge, he returned to visit his beloved circle at home. During this visit we may suppose him not to have been threatened by his disciplinarian sire as of old! Turning seaman once more, Mr. Hill shipped for Cronstadt. Arriving there he found to his consternation that the vessel was chartered to convey prisoners to Siberia. Our hero's spirit revolted at the thought that a British craft should be put to the foul uses of Muscovite despotism. Rather than be instrumental in taking Russian "criminals" to their horrible living grave in the mines, he and his mate—more power to his elbow—agreed to clear. And clear they did, smuggling themselves out of the way in the bunkers of a collier, most of whose crew they had sailed with out of the Tyne. Once more in the land of the free, Mr. Hill tried weekly packets, and traded to the Mediterranean and Baltic as circumstances arose. He was wrecked in the Baltic in the *Juana Nancy*, and was perhaps not sorry for this mishap, as the vessel was commanded by as crusty an old specimen of "Brute Skipper" as ever smelt salt water. He had a coloured cook and a black retriever, and there used to be a standing joke for'ard as to which of the trio was the biggest dog. The home trade was next tried. During a trip to Ghent, aboard the s. *Aire*, our hero first came across some members of the Union, who distributed rule books amongst the other members of the crew, and made many converts to the good cause. In the course of several discussions with the Unionists, it was decided to make an application in the proper quarter for a branch at Goole.

The application was of course successful, the branch was formed, and Mr. Hill was deservedly elected to the post of secretary. During his energetic tenure of that office he taught the shipowners of the port such a lesson as they are not likely to soon forget. They will be wary in future as to how they act towards the Union or its officials. Mr. Hill has now been transferred to Hull, in which important centre we hope he will attain the success he fully deserves. He certainly brings with him very full and sufficient credentials from the scene of his labours at Goole, where he has suffered much for the cause, as will be seen from a letter in page 7.

IT is reported from Malta that H.M.S. *Sultan* has been raised.

DRUNKENNESS AS A DISEASE.—The president and Council of the Society for the Study of Inebriety entertained Mr. Clark Bell, of the New York Bar, at reception in the rooms of the Medical Society of London, on the 26th ult. Dr. Norman Kerr, in proposing a resolution of welcome, referred to Mr. Bell's great services as president of the International Congress of Jurisprudence and of the Medico-Legal Society, which had effected a more humane treatment of the insane and the inebriate.—Mr. Bell, in reply, dwelt mainly on the need for recognising inebriety as a disease, and for remodelling our civil and criminal procedure accordingly.

## PASSED EXAMINATIONS.

Week ending July 27, 1889.

Note.—Ex. C. denotes Extra Master; O. C., Ordinary Master; 1 M., First Mate; O. M., Only Mate; and 2 M., Second Mate. S.S. denotes Steam Ship Certificates.

## FOREIGN TRADE.

Name.	Grade.	Examining Board.
Filmer, Thos. Edwd.	2 M	London
Perchard, W. J.	2 M	London
Davies, Jno.	2 M	London
White, Ernest	2 M	London
Henley, Chas. B.	2 M	London
Schmider, Chas. Wm.	2 M	London
Midlane, Chas.	2 M	London
Willis, Thos. R.	O C	London
Davies, Jenkin, E.	1 M	London
Cutler, Thos. E.	1 M	London
Kynaston, Alfred F.	1 M	London
Hills, David C.	O C	London
Saul, Joseph Wm.	2 M	Liverpool
Aspinall, Wm. Trow	2 M	Liverpool
Walker, Jno.	1 M	Liverpool
Lace, H. W.	1 M	Liverpool
Taggart, Jno.	O C	Liverpool
Perkins, Jno.	O C	Liverpool
Mossop, James G.	O C	Liverpool
Roberts, Robt.	O C	Liverpool
Lines, Jno. Thos.	Ex C	Liverpool
Cairney, Wm.	2 M	Glasgow
Devaney, Michael	O C	Glasgow
Murray, R. S.	O C	Glasgow
Stouth, James	1 M	Glasgow
Brown, Hugh	1 M	Glasgow
Roberts, Wm.	1 M	Glasgow
Stevens, Wm.	O C	Plymouth
James, David	2 M	Leith
Tait, Albert George	2 M	Leith
Slater, Geo. W.	2 M	Leith
Dodds, David R.	2 M	Leith
Donald, Norman	2 M	Leith
Johnson, Jas.	2 M	Leith
Galloway, Thos.	2 M	Leith
Clark, Geo.	O C	Leith
Parry, Jno.	2 M	Dublin
Williams, Wm.	1 M	Dublin
Jenkins, Jenkin	O C	Dublin
Cross, Alfd.	2 M	Hull
Williams, Jno. C.	2 M	Hull
Mowforth, Jno. A.	2 M ss.	Hull
Breckon, Geo.	O C	Hull
McCalmont, Robt.	O M	Belfast
McMurtry, M.	O C	Belfast
McKay, Andrew	2 M	Greenock
Cameron, Jno.	2 M	Greenock
Wright, Duncan	2 M	Greenock
McMaster, Robt.	O M	Greenock
Kerr, Finlay	O C	Greenock
Andreasen, Lars	1 M	Greenock
Jeffries, Geo. Jno.	2 M	Swansea
Caines, A. C.	O C	Swansea
James, Thos. N.	O C	Sunderland
Enger, Edwd. H.	1 M	Sunderland
Johnson, Chas. A.	1 M	Sunderland
Croad, Herbert	2 M	S'thamp
Remnant, Wm.	O C	S'thamp

## HOME TRADE.

Richmond, Wm.	Mate	London
Fulcher, Jno.	Mate	London
Williams, Wm.	Master	Liverpool
Paysden, Jas. Thos.	Mate	Belfast

## ENGINEERS.

Munro, Wm. W.	2	London
Perrett, James	2	Liverpool
Jones, Wm. R.	2	Liverpool
Matthews, Hy.	2	Liverpool
Flanagan, Hy.	2	Liverpool
Amlot, Wm. R.	1	Liverpool
Rogers, Jos. G.	1	Liverpool
Rosser, Wm. D.	Ex 1	Cardiff
Plenge, Chas. A. A.	2	Sunderland
Hunter, Jno.	2	Sunderland
Welson, Jno. F.	2	Sunderland
Lewis, F. R.	2	Sunderland
Lidstone, Jackson	2	Sunderland
Mackay, R. T.	1	Sunderland
Sayers, C.	1	Sunderland
Barrass, Richd.	1	Sunderland
Vasey, Wm.	1	Sunderland
Hoy, Hy. O.	1	Sunderland
Storey, Geo.	1	Sunderland
Irvin, Chas.	1	Sunderland
Gradon, Saml.	2	N. Shields
Smith, Jno. T.	2	N. Shields
Burdon, Jno. Wm.	1	N. Shields

MR. JAMES HENDERSON, of the firm of Henderson Brothers (Anchor Line), will contest the seat in Lime-street ward, Liverpool, rendered vacant by the death of Sir James A. Picton.

## SHIPS SPOKEN.

Ailsa, of Ayr, July 15, in Straits of Belle Isle, by the Avalon s, at Liverpool.

Africa s, July 12, 26 N, 16 W, by the Sirocco s, at Havre.

Athenian s, Southampton to Lisbon, July 27, 48 N, 6 W, by the Tartar s, at Southampton.

Allegiance, for Dundee, July 27, 51 N, 10 W, reported from Liverpool.

American ship, bound west, July 10, 41 N, 65 W, by the Saale s, at Southampton.

Angara (British barque), Port of Spain to Delaware Breakwater, July 14, 28 N, 69 W, reported from New York.

Arklow (British ship), Montevideo to New York, July 8, 30 N, 66 W, reported from New York.

Atlas, bound east, July 9, 45 N, 46 W, per Celtic s, at New York.

Athenian s, Southampton to Cape Town, July 27, 48 N, 6 W, by the Tartar s, at Southampton.

Alma, bound east, July 7, lat. 47, long. 38, per Otranto s, at New York.

Annie Park, for Rio Grande, July 18, 30 N, 20 W, reported from Liverpool.

Adela, of Ipswich, July 20, 50 N, 25 W, by the Bellauria s, at Liverpool.

A Cunard Line steamer, bound west, July 24, 46 N, 38 W, by the Moravia s, at Plymouth.

An outward-bound Castle Line mail steamer, July 17, 2 S, 7 W.

A Castle mail steamer, Dartmouth to Cape Town, July 17, 2 S, 7 W.

A P. and O. brig-rigged steamer, steering WSW, July 27, 49 N, 5 W, by the Tartar s, at Southampton.

Aberland (barque), steering SSW, June 30, 16 S, 36 W.

British barque, steering S by W, July 8, 10 N, 26 W.

Berean (British barque), steering SW, July 19, 36 N, 16 W, last three by the Oro s, at Dunkirk.

Belle of Oregon, Philadelphia to Hiogo, June 24 (not July 24, as before reported), 30 N, 49 W, by the Lake Erie, at Falmouth.

Belle of Oregon, for Hiogo, July 24, 30 N, 49 W, reported by telegraph from Liverpool.

Beecroft, London to Melbourne, June 11, 9 S, 30 W, by the Rothiemay, at Plymouth.

British barque, bound east, July 19, 41 N, 71 W, by the Augusta Victoria s, at New York.

British barque, first flag not distinguishable, becalmed, July 13, 10 N, 25 W, by the Ruachus s, at Plymouth.

Brig-rigged P. and O. steamer, July 27, 49 N, 5 W, by the Tartar s, at Southampton.

Buffalo (British steamer), New York to Hull, July 10, lat. 42, long. 50, by the Otranto s, at New York.

Big Bonanza (American ship), July 8, 2 S, 31 W, by the Paranaqua, at Hamburg.

Crusader (ship), June 12, 12 N, 27 W, by the Ida, at Falmouth.

"Cathlodo" (cutter yawl), of Glasgow, all well, 13 days from Gibraltar, July 26, 43 N, 9 W, both by the Tartar s, at Southampton.

Columbia s, Southampton to New York, July 22, 49 N, 29 W, by the Saale s, at Southampton.

Cambusdoon (British barque), Dundee to Rio Janeiro, all well, July 3, lat. 60, long. 18, by the Italia s, at New York.

Clara E. M' Gilverly (barque), of Searsport, bound north, July 10, lat. 31, long. 70, by the Finance s, at New York.

Crusader (British ship), London to New Zealand, June 17, 13 S, 33 W, by the London Hill, at Cape Town.

City of Montreal (American ship), steering west, July 18, 41 N, 65 W, by the Saale s, in the Weser.

City of Adelaide, for Miramichi, July 21, 44 miles east of Belle Isle, reported from Liverpool.

County of Dumfries, of Glasgow, from Cardiff 28 days, June 9, 3 S, 27 W, by the Hawarden Castle, at Hamburg.

Cathlodo (cutter yawl), of Greenock, 13 days from Gibraltar, all well, July 26, 43 N, 9 W, by the Tartar s, at Southampton.

County of Cardigan, for Channel, July 10, 11 N, 27 W, reported from Liverpool.

Chinsura, outward bound, June 8, 30 miles S of Ferdinand Diarunda, per Windsor Castle, at Queenstown.

Cito, Rio Janeiro to Shediac, July 6, 4 N, 39 W, by the Brunswick s, at Liverpool.

Canara ship, of St. John's, New York to Sydney, all well, July 18, 12 N, 27 W, by the Kronprinz Friedrich Wilhelm s, at Lisbon.

Chislehurst (British barquentine), steering SW, July 19, 35 N, 16 W, by the Oro s, at Dunkirk.

Duke (barque), of North Shields, July 24, off Cape Espéchal, by the Massilia s, at Plymouth.

Dawn (brig), of Gaspe, bound south, July 16, 43 N, 54 W, by the City of Rome s, at New York.

English barque, July 11, 15 N, 26 W.

English barque, July 5, 9 S, 34 W.

English barque, July 17, 31 N, 18 W, last three by the Kambyses s, Prehn, at Havre.

English vessel, July 2, 34 N, 14 W, by the Cortes, Sabraeu, at Port Mahon.

Eriminta (British ship), Liverpool to St. John (NB), July 15, 43 N, 62 W, reported from New York.

Europa, July 23, 56 N, 12 W, per Lord Warwick s, in the Clyde.

Earl of Zetland, Java for Montreal, Feb. 23, in Balli Straits, by the Medea, at Falmouth.

Flora, bound east, June 27, 47 N, 33 W, reported from New York.

Galathé, for Valparaiso, July 11, 12 N, 26 W, reported by telegraph from Liverpool.

George T. Hay, for Calcutta, July 16, 16 N, 37 W, reported by telegraph from Liverpool.

Gladstone, for Sydney, July 4, 2 S, 27 W, reported by telegraph from Liverpool.

Gler, Pensacola to Rochefort, July 15, 42 N, 50 W, by the Bellauria s, at Liverpool.

Governor Goodwin (American ship), July 8, 2 S, 31 W, by the Paranaqua, at Hamburg.

Henrietta (American ship), steering SE, June 2, 24 S, 40 W, by the Theodore, at Falmouth.

Hungaria s, bound east, July 22, 43 N, 48 W, by the Moravia s, at Plymouth.

Highland Glen (barque), steering south, July 12, 4 N, 25 W.

Harriet Shiel s, steering south, all well, July 21, 46 N, 8 W, last two by the Ruapehu s, at Plymouth.

Hildur, Dublin for Shediac, June 26, 45 N, 41 W, reported from New York.

Henry, of Tonsberg, bound east, all well, July 21, 45 N, 33 W, by the Astral s, Gibson at Rotterdam.

Iron Crag (barque), steering east, all well June 26, 58 S, 76 W, by the Ruapehu s, at Plymouth.

Isabelle (schooner), of Swansea, July 11, 10 N, 26 W, by the Paranagua s, Kroger, at Hamburg.

John George (barque), of Sunderland, June 3, 17 S, 35 W, by the Ida, at Falmouth.

John Davis (British barque), New York to Madras, all well, July 7, 37 N, 52 W, reported from New York.

Leopold von Vangerow, for Rio Janeiro, July 22, 49 N, 7 W, reported by telegraph from Liverpool.

Loch Sloy, of Glasgow, steering east, all well, July 28, 12 miles south of Portland, by the Dungonnell s, from Jersey, at Weymouth.

Lucy A. Davis (schooner), Portland to Buenos Ayres, off Bahia, by the Ella M. Watts, at New York.

Lavinia, of Greenock, bound south, lat. 48, long. 9, by the Battistina Madre, Olivari, in the river.

Libertad (American barque), from New York, steering south, July 9, 9 N, 28 W, by the Argentina s, Schreiner, at Lisbon.

Little Secret (British schooner), Cadiz to St. John's (N.F.), July 3, 44 N, 42 W, reported from New York.

Maritzburg (barque), steering E by S, all well, July 28, 50 N, 6 W, by the Dromore s, at Garston.

Mary Roberts, Lobos to Falmouth, July 10, 31 N, 39 W, by the Melpomene, at Falmouth.

Maravilla (barque), Liverpool to Callao 51 days, July 4, 11 S, 34 W, by the Kambyses, at Havre.

Macduff, London to Valparaiso, July 9, 13 N, 26 W, by the Perseus s, at St. Vincent.

Mangalore (British ship), Rangoon to Channel, April 20, 1 N, 90 E (not 30 E, as before reported), by the Sierra Madrona, at St. Helena.

Mimi, New York to Marshall Islands, June 19, 8 N, 27 W, by the Niagara, at Falmouth.

Marlborough (ship), of Glasgow, July 22, 48 N, 8 W, by the Lope de Vega s, at Liverpool.

Maxwell (British ship), becalmed, July 13, 10 N, 25 W, by the Ruapehu s, at Plymouth.

Malaysia (British ship), San Francisco to Queenstown, June 15, reported from New York.

Montezuma, for Africa, July 24, 45 N, 8 W, reported by telegraph from Liverpool.

Nadia, Pensacola for Ensenada, July 4, 31 N, 41 W, per Van Galen, at Amsterdam.

Paulus (Norwegian barque), steering north, June 15, 3 N, 27 W, by the Theodore, at Falmouth.

Polynesia s, New York to Stettin, &c., July 18, 170 miles east of Sandy Hook, by the City of Rome s, at New York.

Province (British ship), San Francisco to Hull, June 18, lat. 7, long. 117 W.

Palermo (British barque), Buenos Ayres to Yarmouth, N.S., July 4, lat. 22, long. 61, by the Mary Fraser, at New York.

Paposo, Iquique to Falmouth, July 7, 26 N, 40 W.

Peruvian (British ship), Pisagua to Falmouth 93 days, July 10, 31 N, 39 W, by the Melpomene, at Falmouth.

Parker M. Whitmore (American ship), steering south, June 22, 19 N, 36 W, by the Hawarden Castle, at Hamburg.

Palmerston, for Buenos Ayres —, 31 N, 17 W, reported by telegraph from Liverpool.

Quathlamba, of Aberdeen, July 27, 49 N, 4 W, by the City of Oporto s, at Southampton.

R. D. Rice (American ship), steering west, July 12, 46 N, 19 W, by the Hawarden Castle, Davies, at Hamburg.

Roderick Dhu, New York for Calcutta, 4 N, 24 W, per Medea, at Falmouth.

Rockhurst, from Mauritius, 2 N (not 142 N, as before reported), 73 E, reported by telegraph from Perim.

Rialto (British steamer), New York to Newcastle, July 13, by the Otranto s, at New York.

Roderick Dhu, New York to Calcutta, 4 N, 24 W, by the Medea, at Falmouth.

Serial Wyn, of Glasgow, July 23, 45 N, 8 W, by the Saxon Briton s, at Bristol.

Scottish Bard, of Ayr, all well, July 21, 42 N, 9 W, by the Carl Rahtkens, at Belfast.

Svalen, Georgetown to Natal, June 23, 32 N, 43 W, by the Nile, at Dundee.

Sierra Miranda (British ship), becalmed, July 13, 10 N, 25 W, by the Ruapehu s, at Plymouth.

Stella, bound east, July 12, lat. 39, long. 69 W, per Lord Gough s, at Liverpool.

Torridon (British ship), steering SW, July 15, 25 N, 21 W.

Thessalus (ship), steering SW, July 19, 35 N, 16 W, both by the Oro s, at Dunkirk.

Talisman (British barque), Port Spain to New York, July 11, lat. 33, long. 71, by the Propitious s, at New York.

Varuna, July 24, 49 N, 7 W, by the Ligurian s, at Liverpool.

Venus, for "Boydtown," July 15, 28 N, 19, W, reported by telegraph from Liverpool.

Waipa (English ship), steering west, July 22, about 60 miles south-west of Ushant, by the Portugal s, in the Elbe.

W. O'Connell, bound to Guatemala, steering south, July 7, 2 S, 32 W, by the Handel s, at Liverpool.

Waipa (ship), of Lyttelton (N.Z.), steering SW, all well, July 24, 46 N, 8 W, by the Delta s, at Swansea.

Yuba, for Marseilles, July 16, 44 N, 41 W, reported by telegraph from Liverpool.

THE following are the daily runs of the *Columbia* s, on her first trip across the Atlantic: —153, 443, 461, 474, 464, 450, 458, and 167 miles.

MESSRS. RUSSELL AND CO., Port Glasgow, launched on Monday a finely-modelled steel sailing ship of 1,600 tons net register, to carry 2,700 tons dead weight on Lloyd's freeboard. The vessel is named *Port Douglas*.

THE Naval Construction and Armaments Company, of Barrow, launched last Tuesday the first of two steamers on order for the Pacific Steam Navigation Company, named the *Santiago*, built for the South American coasting trade. The new steamer is 350 feet long, 3,500 tons burden, and 3,500 indicated horse power, and is expected to steam 14 knots per hour.

MR. TOMLINSON, chief engineer of the Occidental and Oriental steamship *Gaelic*, has, says Hong Kong advices, been presented with a clock and English albert. On the clock was the following inscription: "Presented to Thomas Tomlinson, chief engineer of the ss. *Gaelic*, by his captain and shipmates, to commemorate the event of having accomplished the fastest trip between San Francisco and Yokohama up to date. Yokohama to San Francisco, April, 1889; San Francisco to Yokohama, May, 1889.

THE Bureau Veritas has just published the list of maritime disasters reported during the month of June concerning all flags. The following statistical returns are given:—Sailing vessels reported lost: 13 American, 18 British, 3 Chilean, 1 Danish, 6 French, 3 German, 2 Italian, 9 Norwegian, 1 Portuguese, 1 Spanish, 2 Russian—total, 59. This number includes 8 vessels reported missing. Steamers reported lost: 2 American, 6 British, 1 Norwegian, 1 Portuguese—total, 10. Causes of losses: Sailing vessels: Stranding, 29; collision, 6; fire, 3; founded, 4; abandoned, 8; condemned, 1; missing, 8—total, 59. Steamers: Stranding, 6; collision, 2; fire, 2—total, 10.

DURING the month of June there were 1,253 officers licensed in the Second Supervising District of the United States, of which 320 were masters, 29 mates, 336 pilots, and 568 engineers. Of these New York licensed 569, 161 of whom were masters, 12 mates, 125 pilots, and 271 engineers. Boston granted 209, there being 48 masters, 8 mates, and 55 pilots, and 98 engineers. Philadelphia follows with 130, 38 being masters, one a mate, 37 pilots, and 54 engineers; there were 129 licensed from New London, 32 of whom were masters, one a mate, 56 pilots, and 40 engineers; Albany licensed 15 masters, 2 mates, 36 pilots, and 57 engineers, making a total of 110; and at Portland 26 masters, 5 mates, 27 pilots, and 48 engineers, making a total of 106, were licensed.

At the annual meeting of the Dundee Sailors' Home, the report, which was adopted, shewed that during the year ended in February 1,341 men, including masters, mates, seamen, and apprentices, availed themselves of the benefits of the Home, the number being somewhat less than that of last year. As there is little export trade at Dundee, 1,150 of the 1,341 men went off at once to other ports. During the year £4,218 16s. 7d. had been deposited with the superintendent by the men, and since the opening of the home, seven years ago, £33,962 17s. 5d. had passed through the books in that way. The total receipts for the year amounted to £407 4s. 3d., and the expenditure to £350 17s. 3d., leaving a balance at the credit of the institution of £56 6s. 7d.

## IN THE DOG WATCH.

Two of the crew of the steamer *Draco*, named Fleming and Cook, both sailors, complain to us that Mr. Hicks, the chief mate of that vessel, has sacked them "because they were Englishmen." What has Mr. Hicks to say to this? Judging by his name he appears to be an Englishman himself. If he is to sack men for being Englishmen, why should the owners not sack him for being English also? As our informants ask, "What are English sailors to do if this sort of thing is to continue?"

Under the heading of "A Fireman's Grievance," we print this week a letter containing some very choice language, which our correspondent attributes to the chief engineer of the steamer *Sassell*. As our correspondent charges that officer with assaulting him and the charge will be brought before a court on the return of the ship to England, we may leave that part of his letter till then. Meanwhile, attention may be well directed to the abusive and disgusting language used by the chief engineer. We regret that we could not undertake to print the expressions given by our correspondent; in some places we have substituted dashes, and in other cases omitted the language altogether as being far too revolting for publication.

No right-thinking officer requires to be told that such language degrades the person who makes use of it, while at the same time it creates a feeling of resentment among the men to whom it is used. That feeling is all the more bitter because discipline does not admit of its finding expression. A sailor's oaths, it has been contended, do not mean much harm. When a sailor calls upon all the powers of Heaven and earth to mutilate his person, or that of somebody else, he does not, it has been argued, really mean what he says. There is no doubt much truth in that. There is a lack of originality in cursing and swearing. The expressions used are stale and stereotyped. Men repeat them like so many parrots, without realising their meaning. There is consequently no merit in cursing and swearing even if there be less harm in it than fastidious people may believe.

Strong language is occasionally one of the necessities of life. "The gift of the gab" is not one that seafaring men are usually blessed with. Their vocabulary and powers of expression are so limited that they naturally use the stereotyped "curses and swear" when in want of strong language. But, even among the usual "curses and swear" it is possible to find strong enough language without resorting to either blasphemy or obscenity. Officers who imagine that they increase their authority by using blasphemous or obscene language are vastly mistaken. Even a sailor who uses such language himself is disgusted when he hears men better educated than himself employing it, and, though he may fear, he will not respect them.

We can strongly recommend to our readers a cheap little book, *Stories for the People*, by Mr. W. Thomson, an author who, besides shewing great promise as a writer of fiction, has won his spurs in the cause of the people as a political writer in the columns of a popular journal. The stories are crisp and to the point, and present old themes from a wholly novel point of view. That which deals with Robespierre, the leading spirit of the First

Revolution in France, is eminently suggestive, and presents us with a very much truer and more amiable picture of the great statesman than that furnished us by Carlyle and the mob of people who write for the rich and comfortable alone.

Robespierre, as Mr. Thomson well points out, was a constructive, almost a Conservative politician, whose sole fault was that he loved the people "exceedingly." He was not the blood-stained monster usually depicted. On the contrary, he hated the bloodshed which disgraced France a hundred years ago. "The Moonlighters," "The Outcasts," "A Pantomime Child," are also, as their titles announce, well worth a perusal. Sixpence will buy the book, which is issued by R. Dick and Son, the well-known firm of popular publishers.

Our poetical correspondent, "Neptune," has been at it again. In other words he has sent several sets of verses. The Union and the girls are his inspiring themes. "Breathes there a man with soul so dead" as not to be inspired by them? Like all genuine poets, "Neptune" has a sweetheart. But unlike most poets, "Neptune" has a sweetheart who has poetical ideas, which she expresses in a poetical way. "Neptune" conceals her name and address, as he is unwilling to tax the over-worked postmen with the heap of love-letters that would be sent her if the information were given. "Neptune" sends us some of her remarks in verse on the sea, the sky, and her lover. To shew what "the lass that loves a sailor" is made of, we shall print her verses a week or two hence. Meanwhile, here are some more from "Neptune" to herself;

## A DREAM.

'Twas in the midnight hour of sleep  
While sailing on the ocean deep,  
I in my dream appeared to view  
A wide expanse of waters blue,  
When from the deep, rose to my sight,  
A goddess clad in radiant light;  
Upon her head a starry crown  
Blazed forth with deeds of great renown,\*  
A regal sceptre in her hand  
She held—an emblem of command;  
And seated on a sea-girt throne  
She spoke thus in majestic tone:  
"I am Britannia, be it known,  
The merchant seamen are my own,  
They need no other ally;  
My Union sons, both brave and free,  
Around the flag of liberty  
Will to the last man rally.  
Oppressed they've been for centuries past,  
But freedom now they've gained at last,  
They've fought the demons—greed and might,  
And their dark deeds they've brought to light,  
No more shall tyranny prevail,  
Justice shall stand with sword and scale  
And strike the cruel oppressors down,  
Who on their rights shall dare to frown." She said, and disappeared from view,  
Her home beneath the waters blue.  
Then all around the ocean main  
I heard the sound of her refrain,  
"I am Britannia, be it known  
The merchant seamen are my own,  
They need no other ally;  
My Union sons both brave and free  
Around the flag of liberty,  
Will to the last man rally."

## NEPTUNE.

A Member of the South Shields Branch.

\*Battles Nile and Trafalgar.

A correspondent sends us some lines which he wrote on the occasion of the presentation of a testimonial to Mr. Plimsoll some years ago. Here they are:

## PLIMSOLL.

Oh! yes, I'll gladly give my mite—give it with right good will;  
What seaman hears that honoured name but feels a joyous thrill  
Vibrating through his inmost soul—setting his heart aglow  
With gladness for those benefits all seamen through him know?  
In him the seaman found a friend at once both staunch and true,  
Who stinted not time or expense his aim to carry through;  
A grand and truly noble aim—its fruits all seamen reap,  
'Twas to save the lives of thousands of the toilers on the deep.  
In newspapers in years gone by those fearful tales he'd read  
Of shipwreck and disaster, and his heart within him bled;  
Men's drowning shrieks he seem'd to hear in ev'ry wind that blew—  
His very dreams were haunted by the cries of some poor crew.  
Soon, then, in many a seaport town his active agents found  
A host of unseaworthy ships, worm-eaten and unsound;  
And quickly, too, they sent him news—his heart with pain grew faint—  
That vessels old and leaky sides were patch'd with pots of paint!  
What cared their owners for the crews?—the hardships they endured  
To them were of small consequence; were they not "well insured" ?  
To them 'twas but a trifle, that the seaman's anxious wife  
Should often look—but look in vain—for his return with life.  
These things he to the world made known in a noble, truthful book,  
"Our Seamen" was the name it bore, the nation's heart it shook;  
Then loud at public meetings he for quick redress did call,  
Till lastly his complaints he brought to England's greatest hall.  
Ho! Gentlemen in Parliament who make this nation's laws,  
'Tis high time ye did legislate in our poor seaman's cause;  
Say, must the British seaman's home be still a "Hamah" made?  
How long shall we let Mammon's priests indulge their murd'rous trade?  
No! let us from all British ports these floating coffins sweep;  
Thus shall we earn their grateful thanks who toil upon the deep!  
Deep silence reigned whilst thus he spake, followed by loud applause,  
Right nobly did he advocate the British seaman's cause.  
No lordly coronet adorns his thoughtful, manly brow,  
No poet has his praises sung—he needs them not, I trow;  
For by his acts he has become to all true hearts endeared;  
By British seamen, through all time, his name will be revered.  
God bless him! bless her too, who holds in his heart a foremost place,  
Who has with him "each hurdle leap'd in Justice's steeplechase";  
Long may they live, and may success attend them here on earth,  
Words cannot to the mind convey a true sense of their worth.  
His life has been a noble one, for him to Heaven ascend  
The prayers of seamen everywhere; indeed he proved their friend,  
In action he has carried out those words sublime and true,  
"Do ye to others as ye would that they should do to you."

JAMES HENDRY, Seaman.  
10, Hermia-street, off Stanley-road,  
Liverpool.

THE Chamber of Commerce of New York has resolved in favour of a universal exhibition to be held in New York in 1892.

## CORRESPONDENCE.

(Continued from page 2.)

## A FIREMAN'S GRIEVANCES.

To the Editor.

SIR,—As you are ever ready to defend "poor Jack" against the many tricks and acts of cruelty performed upon him by some mates and engineers, I ask you to give publicity to the following letter and not consign it to the dread waste-basket. It is perfectly true in all its details. I have and will produce witnesses who can bear out what I am about to say here, and who, I hope, will give their evidence on the arrival of the ship in England, where I know I shall receive that justice and fairplay which it is impossible to look for here. Sir, on going on watch this morning with my mate (Chappel) we met the 4 to 8 watch of firemen going off at the stoke-hole grating; remember, sir, at 8 o'clock, just as eight bells struck, the chief engineer came along the starboard alley, at the same moment using very disgusting and abusive language to me. I looked at him and asked him what was the matter. He replied, "I'll let you see that, and quick; you're getting a—sight too much liberty. I'll see if I can't give you more work to do." No one replied to him. I went down to the engine-room, and he there again, in presence of three witnesses, abused me in very filthy language—language such as a decent man would scorn to use. I asked him if he had anything against me or if there was anything wrong. He thereupon several times ordered me to go ashore. I said I would if he would pay me off, or "If I have done anything take me to the captain." "No," he replied, "I'll not take you to the captain, but clear out of the ship, and that quick. I'll find a man in your place." "No," I said, "I don't feel inclined to do that, I'll continue on my voyage." We then went down into the tunnel, viz., the chief, the second, and myself, and my mate on watch (Chappel). After telling us what was to be done, in a few moments they left us to scrape the shafting and blocks and to wipe the grease and oil off with a piece of waste-bagging, and paint it, not to wash it clean with either kerosine or water, they saying they were only allowed 25 gallons of kerosine each voyage. Let that voyage be long or short, if they get any more at a foreign port they have to pay for it out of their own pockets, so they say. We were called out of the tunnel in about half an hour to "shift ship," and when in the forward stokehole the second engineer, in the hearing and presence of my mate, said the chief engineer had no right or business to get on to me, or to abuse me in the manner he had done. When brought before the captain he denied having said this; but, thank Heaven, I have a witness. Sir, when I came off watch, the chief engineer came to our forecastle door—another thing that he should not have done—saying to Chappel (my mate): "Where is your mate?" I said, "What is it?" He replied, "Come out here, boss, I want you; let us go here" (taking me to the ship's rail at the forward part of our deck-house), "where nobody will hear us." But, luckily for me, the chief mate and two A.B.'s were close to, and heard and saw all that passed. Over 20 times he said, "Hit me a bat on the nose; hit me on the —— nose if you're a man; hit me on the nose." I told him that if I did so he would get me six months in prison. He answered, "Just so. I mean that. What do you take me for? I don't care a —— about that." I said I did not feel inclined to do so. He then struck me three times on the breast and shoulder, saying there was not a —— man on the ship he cared about, even the chief mate, the biggest man in the ship. I turned to the mate in the presence of two A.B.'s and told him that I should hold him as a witness. He made no answer. I at once went aft to the captain and reported the matter to him. I told the captain that the chief engineer was the worse for drink. I am positive he was. The captain said he would send for him. However, he did not until the chief engineer had had his dinner and washed himself, about one hour and 20 minutes afterwards. He was then sober enough in appearance. I reminded the captain that when three of us were in the boilers working, the chief engineer came to the forward breast door and called out "Stop!" I called out, "Who's there?" He answered by using a filthy word. This he denied, but the other two men in the boiler can bear witness to the expression. The captain then said to me, "You yourself was drunk when you joined the ship." "No," said I. "You're wrong in your assertion. You are mistaken in your man."

"Oh," said he, "I assisted you into your room." "You are entirely wrong, captain. I'll produce the crew, who can prove that I was perfectly sober on joining my ship." "Well," said he, "I may be mistaken, but I thought it was you." Now, Mr. Editor, he is a curious sort of a drunken man who could leave his house, 19, Cuba-street, Millwall, at about 1.30 on the early morning of 7th May, and walk to the Royal Albert Dock entrance, a distance of over six miles, where the *Lassell* was moored overnight ready to go out first thing in the morning. Another thing, the second spoke to me a little after 4 o'clock when he came to the forecastle door to fix the watches. I am sorry to be compelled to trouble you with this matter, but the circumstances force me to do so. We are all Union men in our forecastle but one. They have each of them been a number of years at sea, and not only them, but the seamen on deck say they never in their experience knew nor heard tell of such a scandalous act on board ship. Before I close I may add, the second engineer told the captain that I was a man perfect at my work, and that he had no fault to find with me in any one way; or, in speaking of all of us, both second and third engineers, say that they never had a crew of men with them that did their work so well, or paid better attention to their work than we Union men. I am told that the chief engineer will use every endeavour to find fault with me on the passage home, but I have nothing to be ashamed or afraid of. We propose acquainting our solicitor on this matter on the arrival of our ship in England, and mean to take action in the matter. The captain of the ss. *Borghese* was on board here on Thursday evening, June 27. I sailed with him about eight months ago. He has an entire crew of foreigners. He told me that now since the Union has come into existence he will at the end of present voyage discharge these men and ship none but Union men, adding that if there was a chance of getting good men at all it would be through the Seamen and Firemen's Union only. I assured him that such was the case.—Hoping that you will insert the above, I have the honour to be, sir, yours respectfully,

ALEXANDER W. MACRAE.

A Member of Seamen and Firemen's Union,  
No. 14, Green's Home Branch,  
ss. *Lassell*, Rosario, Argentine Republic,  
Saturday, June 29, 1889.

## MR. HILL AT GOOLE.

To the Editor.

SIR,—While in Goole the other day I was surprised at the manner in which I heard that branch had been treated. The secretary, Mr. Hill, single-handed, has had a hard fight, and, when he had obtained nearly all the available seamen and firemen as members of the Union, at a moment's notice was ordered to tell his members that a strike was at hand, and when he was asked what relief would be forthcoming he had to reply, "None, except public sympathy." I have since found out Mr. Hill has sent appeals for help throughout the whole country, and, what is more, has gone out to surrounding districts appealing to all trade unionists for the help that has not been received, except in a few isolated cases, returning at night to attend to his local duties. Furthermore, he has contracted a grocer's bill of over £20 towards the relief of members in distress. He has also paid a fine of £4 5s. 6d. for a member who was summoned for assaulting a scab, and he has to raise a further sum of £22 odd to pay fines of men who were summoned for leaving vessels to go on strike. The master did not end here, for the shipowners, thinking to squash the local branch, not only evict Mr. Hill out of his office but also out of his private residence—Coercion with a vengeance. Then one of their creatures goes to aggravate Mr. Hill by tearing down and posting bills on his office, and when like a man he told the creature that if he caught him plastering bills on his office he would plaster his nose, the creature went and swore his life was in danger and got Mr. Hill arrested on two charges, one for intimidation and the other for threatened assault. As the magistrates (shipowners) could not find Mr. Hill guilty, they made him pay his own costs, 17s. 6d., and Mr. Hill elected to be tried by jury on the charge of intimidation. In conclusion, I may as well tell you that Mr. Hill has appealed to the Executive, but no notice has been taken of him or the port of Goole. Being a constant reader of SEAFARING, I hope you will find room for this.

A MEMBER (L.M.L.).

[This correspondent has been misinformed. The Executive has not been appealed to in vain.]

On the contrary, it has sent the unds required.—ED. SEAFARING.]

## PATRIOTISM VERSUS SARCASM.

To the Editor.

TO THE MUCH RESPECTED EDITOR,—Hoping You will find Space for the Insertion of The Following Answer to One of Your most Prominent Correspondents, and Especially to one of His Latest Productions, which appeared In One of Your Proleptic Editions of this Recognised Organ of the Seafaring Class: it does Honour to A Noble Cause to have it so ably Championed. By such an Advocate, who has Endeavoured By Force of Argument to Demonstrate the Necessity or Utility of Retaining, for Our Country's Benefit, "The Apprentice System" as He has Named It, has Mr. James Harrison, O.D., Considered how much The Ship Owning Fraternity are Indebted to Him for so Able Defending one of the Worst Systems Ever of Servdom Ever Promoted In this Country By A Body of Capitalists who, for their Own Particular Interests, Established the Apprentice System? with all Due Respect to the Extensive Experience so Lucidly Shewn In His Mr. Harrison's Letter of the 13th Inst I Beg leave to Demonstrate, through the Medium of Your Columns, That I Even I Can Speak with some Authority about the Apprentice System—an Authority that has Been Gained By Servitude and Experience, and Mighty hard Experience, too, As I Served A Double Apprenticeship to the Seafaring Profession, Some Considerable time Before Mr. Harrison, O.D., Served A Single Day, quoting His Own Remarks, he has Served ten Years In Steam and Sail. Probably he has. Well, Since I was Bound As An Apprentice In the Registry Office In The City of London to Serve as Such on Board of The Well Known Australian Trader Ship *Lady Octavia* on the 14 Day of February, 1872, I think I have Nearly Done 17ten Years and A half Sea Service, off and on; But My Sea Experience Dates further Back than the Above as I Made My first Sea Voyage in the Fall of 1860. But to Resume or to Entirely Ignore My Experiences as A Seaman, and Revert to the Point at Issue; for the Particular Benefit of Mr. Harrison, I am Enabled to Inform You That it was A Good Few Years Previous to His Seafaring Experience that British vessels of any Rig or Tonnage; or Engaged for any Trade, Coasting or Foreign were Compelled to Carry Apprentices, and it is A well-known Fact that although theiris so Many men Earning a Livelihood on Board of British Owned Vessels, Yet their is Not "ten Per Cent" of them who have Ever Served: One Single Day, as an Apprentice. Thus it is that Me and Others Like Me have to Submit to the Authority of those Occupying Positions on Board of British Ships, who are In No Wise entitled to any Consideration or Respect. Being Foreign By Birth and Education, and their Inclinations are Foreign too. But it is Needless to Dwell upon this Subject, as it is Generally well known, But I Consider that had Mr. Harrison Read My Letter In Extenso, his Remark About Patriotism would Certainly have Been left Out. Of course Mr. Editor It Must have Been By Your Instrumentality that Part of My Letter was wanting. Perhaps You will Explain. But as I do not wish to Indulge In Personality I Must Conclude By Saying that if it is the Truth that Mr. Harrison Served An Apprenticeship to the Sea although He Does Not Say So He Must have A Much More Favourable Opinion of the Sea, than I have who has Served twice as long as He Has; Nor Yet Does He Consider the vast Amount of Profit Ship Owners Receive Yearly of the Premiums, Paid By the Parents and Guardians of Young Lads Serving the Best Part of their lives to A Profession, which After they have Served their "Master" will not give them A Guarantee to Provide them with future Employment. Nor Yet will they Give them any Support when they are Disabled, only An Hospital for the Apprentice Seaman when the Doctor have Done with him. So have the Shipowners, So Much For the Apprentice System.—I Beg to Remain Yours Respectfully,

W.M. A. URIE.

19, Smeaton Street, Canton, Cardiff.

July 23, 1889.

[We had not room for the whole of Mr. Uri's letter. The part omitted was mainly a repetition of the part printed, which took up a strongly patriotic position, therefore he has not suffered by the remainder being omitted. But as he appears to resent the exercise of our discretion we print his present letter exactly as it has reached us.—ED. SEAFARING.]

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J. H. WILSON.

General Secretary.

Liverpool, July 4th, 1889.

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All Communications for Gravesend or Grays Branches should be addressed to 5, QUEEN-STREET, Gravesend, and not 13, Prospect-place, as formerly  
J. WILDGOOSE, Secretary.

**APPRENTICE.**—Respectable Youth, aged 16, wants berth as Apprentice aboard large Sailing Vessel, without premium; good references.—Address, J. Harrington, 31, Main-street, Co. Wicklow, Ireland.

### Seafaring.

THE ORGAN OF THE SEAFARING CLASS.

SATURDAY, AUGUST 3, 1889.

### THE EXTERMINATION OF THE NAVAL RESERVE.

By the time this number of **SEAFARING** is in the hands of its readers the Emperor of Germany will have been welcomed to our shores by the thunder of salutes from the greatest array of war ships that he has ever seen. If the reports concerning him which are generally credited be true, his Majesty has but a poor opinion of Britain, partly because we have no army worth speaking of in point of numbers as compared with the hosts of warriors which, thanks to the life-long exertions of the late Emperor William, assisted by such men as Bismarck and Moltke, have been welded into the greatest and most perfect military organisation of the world. While the rulers of Germany, ever since the early years of the present century when Prussia was laid prostrate at the feet of the first Napoleon, have devoted most of their energies to the creation of a powerful army, it is only of late years that Germany has entered the lists as a Naval Power. The annexation of the Danish Provinces gave her the necessary harbours, and victories over Austria and France gave her the necessary strength and money. The late Emperor Frederick had, it is believed, far more ambition than his father, who was a soldier before all things, to make Germany a Naval Power, and had the Emperor Frederick lived Germany would have perhaps attached more importance to a Navy than she does. But he lived long enough to see his countrymen engaged in the creation of a Navy, and Bismarck, who lives after him, has never been slow to seize any opportunity of adding to the strength of the Fatherland. But Germany, after all, is and must be—at least, while her geographical situation remains the same—a Military rather than a Naval Power. Neither she nor any other Power save England can possibly produce such a spectacle as the review at Spithead, and it is hoped that the German Emperor will be duly impressed by it, and perceive in it an illustration of the assertion that Britannia's "might is on the deep." But that remains to be seen. The huge, costly, and ugly masses of metal, filled with costly and complicated machinery, which have taken the place of the graceful and beautiful wooden vessels of old England, too often appear as dangerous to their own crews as to England's enemies. Indeed, we are by no means sure that they have not slaughtered more of their own crews than of any people we have been at war with since these new fangled engines of destruction came into use. Even in the act of getting the fleet together for the review and manoeuvres, there have been several accidents resulting, in the case of the *Sharpshooter*,

in five men being injured. If the review and manoeuvres be got over without anybody being killed or injured in the midst of the operations, we shall be as happy as we shall be surprised, and the German Emperor will think all the more of the show and of England's might upon the main, while if a mess be made of the affair he will be more contemptuous than ever.

There is much adverse and foolish criticism over mishaps and mistakes in the Navy by newspapers written by men who know as little about the matter as the worthies mentioned by one of our correspondents as searching for an anchor stock in the coppers with the cook's tormentors and exploring the binnacle to find it. It is lamentable, no doubt, that our modern men-o'-war should appear to be chiefly occupied in colliding with each other, in getting ashore or meeting with various accidents to the injury of their own crews. This sort of thing did not happen in the days of Nelson, we are told. But it is forgotten that in the days of Nelson matters were to tally different in nearly every other respect. Sailors simply had to handle and to fight sailing ships, to which they were accustomed. There was no complicated and novel machinery, liable to go wrong, no gun cotton, torpedoes, or other modern explosives apt to go off at inopportune moments. There was no Argus-eyed Press, with correspondents scattered all over the earth, ravenous for news, and ready to report the slightest mishap. Even if there had been such a Press, there were neither telegraph wires, nor even mails, in the modern sense of the term, so that much that is nowadays reported about the Navy was never reported at all to the public. Almost every new man-o'-war that is now constructed contains some fresh invention or contrivance, in the working of which experience has to be gained. The Navy has, in fact, undergone, and is still undergoing, such revolutionary changes in the matter of construction, armament, machinery, propulsion, fittings, and equipment generally that crews are seldom or never accustomed to the changes. Constantly engaged in what are practically a series of experiments, it is not surprising that the crews of modern men-o'-war should meet with mishaps. A frank recognition of this fact on the part of many critics would be only fair to the Navy. We confess to all an old-fashioned sailor's prejudice in favour of the old frigate-built ships, such as Blackwall once boasted, and to all his prejudice against the uncanny modern monsters that have taken the place of the old beauties, but that is no reason why we should not be fair to the men who have to work the modern monsters.

This brings us to the question of the manning of the Navy. The versatility of the seafaring man has always been one of his chief characteristics. More readily than most men he can adapt himself to new conditions and surroundings. For this reason alone it is necessary that the crews of modern men-o'-war should be experienced seafaring men. But even the most experienced seafaring man needs to be drilled in the use of weapons before he is a competent man-o'-war's man. It is no secret that even if the whole Naval Reserve were called our Navy would still be short of men, in the event of war with a first-class Naval Power. It is no secret, either, that the present insufficient numbers of men in the Naval Reserve is being reduced, and will be still further reduced till there is hardly any Naval Reserve at all left. The explanation of this reduction is that British seamen in

ever increasing numbers are losing their loyalty to the British flag. They fail to see why they should fight in time of war for a country that denies them either the franchise or that representation in Parliament which every other important class enjoys. Treated as serfs, and denied the first rights of citizenship by the country which, although enriched beyond the dreams of avarice by their toils, refuses them anything like adequate remuneration, their natural patriotism is being quenched by grievous wrong and injustice. In time of peace the foreigner is encouraged to take the bread out of the mouth of the British seaman, who is not only expected to defend the country in time of war, but to sacrifice employment in time of peace to learn how to fight. It is true that he is paid by the Government while actually at drill. But drill he must, and in order to drill he must be absent from his employment, with the result that when his drill is over he often finds his place taken by a foreigner, so the British seaman has to pay for his patriotism by a more or less protracted period of starvation, while British shipowners are giving wages to foreigners who would be engaged in fighting against this country and destroying her commerce in the event of war. Bearing such facts in mind, nobody can be surprised that meetings of seamen all over the country should have passed resolutions pledging themselves not to join the Naval Reserve till their wrongs are redressed, and calling upon all Naval Reserve men to leave the Reserve as soon as the period for which they were engaged shall have expired. Neither is it surprising that Naval Reserve men should decide to take this advice, and openly shew their full agreement with their fellow seamen who pass such resolutions. The shipowners threaten us with conscription, and the renewal of the Press Gang. That is their reply. Let them try either or both, and the country, we fancy, will decide against them. Meanwhile the Naval Reserve is being exterminated in the interests of tyranny and greed.

#### NAUTICAL NEWS.

LITTLE activity has yet been manifested at Barry since the opening of the dock.

AN Italian engineer, Bocca, has published a large project of a canal to unite the Adriatic Sea with the Tyrrhine Sea.

THE captain of a ship at Dundee tried to obtain a crew at £3 per month, but the men refused to sign articles under £3 10s.

IT is stated that the German Government will take no share in the direct line of steamers between Germany and Morocco.

THE Merchant Shipping Acts (Amendment) Bill, after being amended, has been read a third time in the House of Commons.

THE Condor, which under the command of Lord Charles Beresford distinguished herself at the siege of Alexandria, is for sale.

THE large sailing ship Liverpool, 3,330 tons, recently arrived at Melbourne from London, having on board over 5,000 tons freight.

IN consequence of the increasing trade in the importation of cattle, further extension of the lairage buildings at Birkenhead is proposed.

THE sealing schooner Black Diamond, belonging to Victoria, Vancouver's Island, has been seized in Behring Sea by a United States revenue cutter.

THE new lightship built for the Northern Lighthouse Commissioners by Messrs. Stephen and Son, Dundee, has taken up her station at the North Carr Rock.

CAPTAIN DIXON, of the screw-steamer *Damara*, of the Furness line, was on his arrival at London at the conclusion of a recent voyage presented with an address.

IT is stated that owing to certain disputes between the iron shipbuilders and fitters on the Clyde regarding the rate of wages paid them, a strike is imminent.

CHARGES against six sailors of the steamship *Aurania* of brutality towards two of their comrades during the voyage from Europe have been dismissed at New York.

THE Duke of Argyll, who was accompanied by the Marquis of Lorne, opened a new pier at Boscombe, Bournemouth, on Monday. The structure is 600ft. long, and cost £12,000.

SIX large vessels have recently arrived at Dundee from India, their aggregate cargoes amounting to 86,878 bales of jute. Nearly the whole of the jute fleet has now arrived at Dundee.

THE directors of Lossiemouth Harbour Company have recommended the deepening of the harbour to the extent of 6ft. below low water mark at an estimated expense of £20,000.

IN the House of Lords on July 29 the Merchant Shipping Acts Amendment Bill was read for the first time, and Lord Balfour gave notice that he would move the second reading on Friday.

GOVERNMENT officers are engaged in surveying the Gulf of St. Lawrence telegraphs, with the view of extending them by connection with the projected new cable between England and Canada.

THE *Bella Donna*, Bliault, of Guernsey, Off. No. 75,267, which sailed from Zante for Falmouth, for orders, with currants, on March 6 last, and has not since been heard of, is posted as missing.

AT Cardiff, William James, captain of the tug-boat *Earl of Jersey*, has been fined under the 313th section of the Merchant Shipping Act for having permitted overcrowding of the boat, on July 18.

THE escape of the *Calliope* from Samoa when almost everything else afloat was wrecked by the violence of the hurricane is attributed to the superiority of the New Zealand coal with which her engine furnaces were fed.

*Hope* (whaler), from Greenland, at Peterhead with 4,500 seals, 3 whales (yielding 130 tons oil), and 2 tons of whalebone; *Windward* (whaler), 1,900 seals and 3 whales (yielding 80 tons of oil), and *Traveller* with 30 tons oil.

THE summary of the trade and shipping returns for the colony of Victoria shew that for the past year the total imports were £23,972,134, as against £19,022,151, and the total exports £13,853,763, against £10,118,371.

ARRANGEMENTS have been completed by Messrs. Thomas Wilson, Sons, and Co., of Hull, for a regular service of steamers from Grimsby in connection with the Manchester, Sheffield, and Lincolnshire Railway's docks there.

FURTHER trials are about to be made by the French naval authorities with the submarine boat *Gymnote*, the invention of a French naval officer. This boat depends for its motive force wholly upon electricity, and was found to work well.

GEORGE RICHARDSON NESBITT has been committed for trial at Middlesborough sessions, charged with fraudulent bankruptcy. He traded in partnership with Matthew Patterson as steamship owners and managers at Middlesborough.

THE QUEEN's yacht *Victoria and Albert* passed out through the Needles at 7 p.m. July 29, with the Shah of Persia on board, bound from Portsmouth and Cowes for Cherbourg. A salute was fired from Fort Victoria as the yacht passed.

THE future Government of the West African oil rivers, from Benin to old Calabar, is a question which is exercising the minds of many. Her Majesty's Commissioner, Major Claude Maxwell McDonald, is now on the coast making inquiries into the case.

*Glasgow* s, arrived at Middlesborough, reports passed Kentish Knock Light about 10.30 a.m. on 25th, was hauled, and asked to report vessel on Long Sand, mast standing, topsail and lower yard, supposed to be a steamer, hull under water.

THE chief of the German Admiralty, Baron von der Goltz, and a Government architect recently inspected the projected entrance to the Baltic and North Sea Canal. They found it too narrow, and the building of the piers accordingly cannot yet be commenced.

SHIP *M'Leod*, at New York from Fleetwood, reports at 3 p.m., June 25, saw four large icebergs and one small one between long. 42 and 47 W, and had to keep the ship away to SE for four hours to clear them; the largest berg was quite four miles in length.

AT a recent meeting of the north-east coast district of the Steamship Owners' Association of Great Britain, in Newcastle, the secretary, Mr. Roche, reported that in response to his applications the owners of about 600 local steamers have announced their intention of joining the combination.

AT Newcastle-on-Tyne freights are for Cronstadt quoted at about 5s. 1½d. from the Tyne and 5s. 3d. from Blythe, and other Baltic ports at comparative rates. London is quoted 3s. 7½d., a

rise of about 1½d. per ton. Some good fixtures have been made for vessels from homeward directions.

GREAT sensation has been caused in Germany by the detection of wholesale bribery among naval officials at Kiel and elsewhere. An Imperial Naval engineer and other officials connected with the navy, are implicated, and have been placed under arrest. One of the accused committed suicide on the spot.

THE British Mediterranean squadron, under the command of Vice-Admiral Hoskins, and consisting of the ironclads *Dreadnought*, *Benbow*, *Edinburgh*, *Colossus*, and *Temeraire*, the cruisers *Phaeton* and *Scout*, the gun-vessel *Landrail*, and the despatch-vessel *Surprise*, arrived at Malaga early last Monday afternoon.

THE receipts of the San Francisco Harbour Commission for the year ended June 30, 1889, were £19,536 dol. 34c., including dockage, wharfage, tolls, special permits, &c. For the same period of 1888 the total receipts were £80,152 dol. 57c., which was £27,900 dol. more than the most prosperous of any preceding years.

THE Japs are wiser than the English. For the last eight or nine years the Japanese men-of-war have been commanded entirely by Japs, but in the engineering department foreign aid has been retained. It is stated that the whole of the foreign engineers employed by the Naval Department will be dismissed early next year.

THE *Argentina*, German mail steamer, from Pernambuco, at Lisbon, reports that north of Cape de Verde Islands she experienced heavy cross seas, in which the vessel pitched heavily. For four days the air was filled with a reddish yellow dust, sometimes so thick that the sun could scarcely shine through it and looked quite pale, although the sky was cloudless.

IN the Admiralty division last Tuesday Mr. Justice Butt gave judgment in an action for damage to cargo, brought against the owners of the steamship *Assyrian*. The plaintiff's alleged that owing to the unclean condition of the ship's hold their cargo of flour sustained damage. Mr. Justice Butt found for the plaintiffs, and referred the amount of damages to the Registrar.

IN the action of the owner of the fishing lugger *Clementine*, of Boulogne, against the owner of the steamer *Anna*, of Kirkealdy, requesting the Court to fix the amount of salvage which should be paid in respect of the services rendered in Aberdeen Bay by the *Anna* to the *Clementine* on July 14, the Court awarded £40 damages, and found the owners of the *Anna* liable in expenses.

CAPTAIN JOHNSON, the skipper of the Hull smack *Three Sisters*, has been found guilty by the Hull Local Marine Board, of what it called "a gross act of misconduct," and has had his certificate suspended for three months. His offence consisted in leaving the ship, taking with him the other certificated hands to procure medicine for one of the crew who was ill.

THE Swansea Chamber of Commerce has passed a resolution in favour of giving shipmasters a lien on the vessels under their command for all necessities supplied to such vessels, such maritime lien not to extend to repairs and supplies provided within the United Kingdom, unless the captain previously produced the owner's authority, and that the Government should be asked to pass a bill.

THE naval manoeuvres are progressing. Besides the accidents already mentioned in SEAFARING's columns, the *Aurora* cruiser, on a voyage from Devonport, laboured so much that her armour shield was lifted and 15 tons of water entered. Torpedo boat No. 12, on the voyage from Sheerness, collided with a barge, and was nearly swamped. Torpedo boat No. 57, also from Sheerness, has been in collision twice and seriously damaged.

THE Union Steamship Company's Royal Mail steamer *Tartar*, at Southampton, left Cape Town at 5.43 p.m. on July 10, and the distance run (5,986 miles, via Madeira) was accomplished in 17 days 10 hours 32 minutes gross time, the net steaming time being 17 days 6 hours 11 minutes, giving an average speed over the whole distance of 14.5 knots per hour. This is the fastest passage yet made between Cape Town and Southampton.

THE Lords of the Admiralty have issued the regulations to be enforced on Saturday (to-day), during the inspection of the fleet, which will be in the waters entirely within the jurisdiction of the Queen's Harbour Master. To reduce as far as possible the chances of collision, the speed of steam vessels will be limited to five knots. All steam vessels are to burn Welsh coal, in order to avoid smoke, under penalty of being removed to a distance. Before 11 a.m. there will be no special restriction as to vessels passing between the columns, but after that hour they have to take a fixed direction. After 2 o'clock all vessels and boats are to be clear of the line.

THE Queen has been pleased to approve of Mr. Wakefield G. Frye as Consul-General at Halifax for the United States of America; Mr. George Gordon as Consul at Rangoon, with district including Burmah, for his Majesty the King of Sweden and Norway; Mr. Edward A. Dimmick as Consul at Barbadoes for the United States of America; Mr. Samuel G. Ruby as Consul at Belfast for the United States of America; and Mr. N. E. Parravicino as Consul in the Island of Barbadoes for the Dominican Republic.

THE *Teutonic*, which has just been built by Messrs. Harland and Wolff, of Belfast, has a gross tonnage of 9,685 tons. She is 582ft. long, 57ft. 6in. broad, and the depth of her hold is 39ft. 4in. She is built for Messrs. Ismay and Imrie as an Atlantic liner and armed cruiser, and is magnificently fitted up, carrying more boats than usual. She has twin screws, one of which has more revolutions than the other, and is placed abaft it. This is a novelty the working of which will be regarded with much interest.

THE River Dee Conservancy No. 2 Bill, provides for the transference of powers of the River Dee Company to the Conservancy Board appointed by the measure, such powers to be as consideration for the company being released from their liabilities to maintain a certain depth in the river to the sum of £30,000. The bill, which has passed the House of Lords, has come before the Committee of the House of Commons. After the clauses were adjusted the bill was ordered to be reported for the third reading.

AT the Newport Police-court, Jeremiah Clancy, master and owner of the brigantine *Maid of Honour*, one of the Irish traders, has been charged with carrying William Cox and James Kelly to sea without entering into agreements with them; and with procuring a false entry to be made in the articles. He pleaded guilty to each of the charges, but said, in mitigation, that he was in drink at the time. Mr. R. P. Williams, who appeared to prosecute for the Board of Trade, was informed that in nine out of ten shipping offices in Dock-street the articles of agreement were cooked to suit the convenience of the Board of Trade. The defendant had been summoned by four members of his crew for their wages. That matter had been settled, but in consequence of the defendant's drunken conduct his certificate had been suspended for four months. In the result a penalty amounting to £2 in all was imposed.

IN the House of Commons on July 29 Mr. Provan asked the Postmaster-General whether the Government had at present under consideration any new contract for the conveyance of the West India mails; and, if so, in what newspapers and on what dates did the Government advertise for tenders, and would the House have an opportunity of considering the terms of the proposed contract before it was agreed to. Mr. Raikes said his reply to the first part of the hon. member's question was Yes. Tenders were advertised for in three consecutive issues, beginning on October 16th, 1888, of certain newspapers. Any contract made for a term of years upon the basis of tender received for the service in question would, as a matter of course, contain the usual clause prescribed by the Standing Orders of the House, with the view of subjecting such contracts to the authority of Parliament. The contract would be submitted for the consideration of the House in the usual course.

THE case of Jones v. the Bangor Mutual Ship Insurance Society has come before Mr. Justice Day and Mr. Justice A. L. Smith, sitting as a Divisional Court in the form of an appeal by the defendants from an order of Mr. Justice Mathew removing the stay of action and directing a case to be stated for the opinion of the court. Mr. T. Terrell, in supporting the appeal, said the defendants objected to a case being stated. The action was brought by Jane Jones to recover £600 insurance due on a policy of marine insurance. By mutual consent the question in dispute was referred to an arbitrator, but the plaintiff subsequently applied to the master to remove the stay of proceedings charging defendants with delaying the arbitration in order to worry her into accepting less than her claims. Mr. M'Lachlan opposed the appeal, and supported the order of Justice Mathew. He said the plaintiff lost her husband just before she lost her ship, and although from the first there had never been a question that the vessel was a total loss, the defendants had kept the poor woman out of her money for two years. Another insurance company had paid £300 immediately on the loss of the ship, thus shewing what they thought of the claim. All the defences had been raised since the consent to go to an arbitration. At the close of the arguments their lordships dismissed the appeal, and ordered the costs to be costs in the cause.

## THE SAILORS' AND FIREMEN'S UNION.

### LONDON BRANCHES.

The full report of these branches for the last week not having reached us up to the time of going to press, we are unable to give much news respecting them. But it should be stated that, in addition to the meetings reported in our columns as having been held in London during the recent visit of the General Secretary, there was an important one at the Tidal Basin, at which votes of confidence in the Executive, the General Secretary, and SEAFARING were unanimously passed, and the meeting decided against the individual who had been making so much mischief in connection with one of the London branches.

At a meeting held on July 30th, at Cable-street, Shadwell, Mr. Walsh, secretary for the London district, explained that A. R. Abbott having been expelled from the Union, it was absolutely necessary that one of the members of the Tower branch should be elected secretary of that branch. After considerable discussion among the members, Mr. R. Pleasance was nominated and elected, and next day entered on the duties of the office. On Sunday next there will be a demonstration of Trades Unions and Friendly Societies at 2 p.m. at Silvertown, in aid of the aged and poor. Members of the Sailors' and Firemen's Union are cordially invited to attend; and it is hoped that as many as may be in port will make a point of being present, if only because they cannot themselves expect sympathy if they do not shew it in such a cause.

### LIVERPOOL BRANCHES.

At the election of officers, which took place on July 29th, at Bootle, Mr. Hamm was elected president, Mr. O'Hanlon vice-president, Mr. George Wilson secretary, Mr. Turkington treasurer, Mr. Winterburn, Mr. Parkins, and Mr. Anderson trustees. Mr. Winterburn gave a very interesting speech shewing the great strides working men have made since trades unions started, and also spoke to the newly-elected officers to give their mind wholly to the work in hand, and advised all to stand firm to the National Union. Mr. Pearson also spoke congratulating the newly-elected officers. The meeting terminated in a hearty vote of thanks to Mr. J. H. Wilson, general secretary.

The Liverpool County Court was filled last Tuesday by dock labourers and others working in connection with shipping, who had gathered to hear actions against the Allan Line and Messrs. Henderson Brothers arising out of the late sailors' strike. His Honour Judge Collier heard the cases, the first of which were those of Charles Dunnett and George Sennott, labourers, against Messrs. Allan Brothers and Co., to recover sums of £2 0s. 6d. and £1 12s. 4d. respectively, alleged to be due as wages. Mr. A. A. Miller, solicitor, appeared for the plaintiffs, and Mr. Pickford, instructed by Messrs. Hill, Dickinson, and Co., was for the defendants. The plaintiffs alleged that they were engaged with a number of other men by the defendants to go to Glasgow and work in the loading of steamers at wages of 23s. a week, with 8d. per hour overtime, and a bonus of 10s. if they remained in Glasgow and at work until their services were no longer required. They worked for a week, and on the Wednesday a deputation of 12 men, including the two plaintiffs, went to the cashier and the defendants and asked what was going to be done in the way of paying them and sending them home. They were then informed that they would be paid up to the following Saturday, and sent home to Liverpool by the afternoon boat, together with their bonus. The two plaintiffs, however, having had their dinner, presented themselves to resume work, but were not allowed to do so, and were ordered out of the sheds. The defence was that the men had signed an agreement by which their time was to date not from the moment of leaving the Liverpool Landing Stage but on arriving in Glasgow, that overtime was to be at 6d. per hour, and that the plaintiffs themselves refused to work after dinner on the Wednesday. The judge found for the defendants. The next case tried was that of William Connor, a labourer, who claimed 17s. 8d. from Messrs. Henderson Bros. The facts were of a similar nature. Judgment was also given for the defendants.

### HULL BRANCH.

Usual weekly meetings were held in Unity Hall, July 27. In the correspondence a resolution from Greenock was read, relative to the calling a meeting on 12th August next, to discuss the best means of promoting unity and confidence in the Union ranks. After some discussion the following resolution was put to the meeting and unanimously carried: "That we, the members of this branch, though deeming it a stern necessity

that at the next annual general meeting an Executive Committee be made more representative than the present one, do not think it actually necessary a meeting of delegates should be called until the general meeting in October, and furthermore pledge our confidence in the present Executive Committee, the promoters and originators of our Union." It was also carried: "That this resolution is not moved through any belief in false economy, but the branch do not think it desirable to rush into any unnecessary expenditure." Branch secretaries please note. At the request of the secretary a Finance Committee was appointed for the inspection of accounts and books weekly. The hall is about to be taken on a five years' lease, and will be open for recreation, &c., every evening (meeting nights excepted). All seafarers are cordially invited to it.

### SOUTHAMPTON BRANCH.

From "Sunny Southampton" we have good news. Avoiding "strikes" and menaces, Captain Nash has pursued a pacific policy, and the result is that the branch under his care is now reaping not the whirlwind but the "reward of the righteous"; "Peace, perfect peace," and good will all round, with jollifications at Netley for "fair women and brave men," with "kiss in the ring" and "Neptune's visit" in perfection. It is most gratifying to record that the oldest most highly honoured and respected officer of the Union Royal Mail Line of steamers, and Commodore of the Fleet, Captain Horace de la Cœur Travers, of R.M.S. *Tartar*, writes so friendly a note to Nash, *re* the coming *fête*. "Follow the Leader" is a high old English game, and we hope all the commanders in the Royal Mail boats may imitate Captain Travers's kindly example, and smile serenely on the "Union." We publish below Captain Travers's letter to Nash, and hope that the 80,000 English seamen who belong to the Union may read it with feelings of acclamation and gratitude.

Captain J. F. Nash. Dear Sir:—Will you be kind enough to thank your committee for their very kind invitation to be present at the *fête* of the Sailors' and Firemen's Union on August 12 at Netley Abbey. Say I regret I cannot be there, as directly this Naval Review is over, I intend applying for leave. I hope to be away by that day. If you are receiving subscriptions for prizes for the sports for that day I shall be glad to put my name down for £1 1s. I wish you fine weather and a large party.—I am, dear sir, yours faithfully, H. D. TRAVERS.

Report of meeting July 31st too late for publication.

### BRISTOL BRANCH

A special meeting of this branch was called for Wednesday, July 24th to consider the demand for contribution to General Management Fund. It was explained by the secretary that the amount called for represented nothing more than was due from the branch for goods and stationery received. The Chairman, Bro. James Yeats, having adverted to the fact that the voice of this branch would be heard to more advantage if it answered this call with good grace than by indulging in adverse criticisms with an unsettled account, it was finally resolved to forward the amount demanded to headquarters. The following resolutions were then passed unanimously, and the secretary ordered to forward the same to the general secretary: (1) "That in future, compliance with any demand for contribution to General Management Fund must depend upon a proper and adequate representation of this district upon the Executive Committee, in accordance with the principles of good government, and the spirit of our constitution." (2) That in future on a general strike being proclaimed by the Union all paid officials of the Union shall go on strike pay upon the same terms as ordinary members. (3) That this branch now places it on record that it has the utmost confidence in its secretary, and congratulates him upon the successful manner in which he has discharged his duties under very trying circumstances." At the general meeting of the branch on Monday, July 29, Bro. George Wiggins was elected to represent Bristol at Sunderland on August 7th and 8th at the special general meeting of the Union ordered for those dates. The meeting then proceeded to consider the complaint of Bro. Brewer, who stated that the officers of the ss. *Fidele Promisso*, which he had just left at Sharpness, had been continually drunk during the voyage to the Black Sea and back, and on several occasions had endangered the vessel and the lives of those on board. The captain had gone on shore at Constantinople on the homeward passage, and returned helplessly drunk, and had forgot to provide himself with the necessary *pratique* papers, which detained the vessel 24

hours in the Dardanelles. So as to square himself with the owners, he had falsified his log, and had tried to get the engineer to do the same, with the view of making it appear that the vessel had been under weigh all the time. The engineer had requested the crew to make no noise about the matter. Arrived at Gibraltar there had been a general orgie amongst the officers at the expense of the coal merchant, who is in the habit of squaring coal deficit by a liberal subsidy of Hollands gin. The result of the carouse was that on coming through the Gut in a thick fog all the officers were in a mandrin condition, a steamer's whistle was heard, and the captain who was the most deeply drunk in the crowd, ordered the helm to port, clearing the vessel, but forgetting to steady her until she had altered her course 13 points and nearly piled herself in an orange grove. However, thanks to the watchfulness of the look-out, who secured the services of a sober sailor, the telegraph was rung astern and the helm steadied, and the vessel saved from being a wreck. It was generally felt that as masters and officers have long cried, "Amen to the shipowners' oh drunken sailor!" that it was time that seamen took action in regard to continued flagrant and disgraceful drunkenness such as this. A resolution was therupon passed "That the secretary take the statement in writing of Bro. Brewer, and take the necessary steps to bring the master before the Local Marine Board."

#### SUNDERLAND BRANCH.

This branch held its usual weekly meeting last Monday night, Mr. J. Henderson in the chair, and 36 new members were reported as enrolled for the week. The secretary read the minutes of the previous meeting, which were confirmed, and correspondence was read from London, Leith, Liverpool, Ardrossan, and several other branches. The branch decided to assist the Trades Council in bringing before the public the evils of the sweating system. The secretary reported that Mr. Wilson had arrived in Sunderland after an absence of eight weeks, and yet he had gone almost directly again to some of the ports in Scotland. It was also reported that there was to be a large public meeting in South Shields on Thursday, August 1, to lay before seamen the benefits of trades unionism. The secretary then announced to the meeting the death of one of the oldest members, and as good a one as there was in the Union, and it was very deeply lamented. The meeting resolved to make a grant of £5 to his wife. Mr. Henderson addressed the meeting at length, and said that he hoped that secretaries in every port would keep a strict watch on any of the members of the local society which is in Sunderland who had worked detrimental to the principles of trades unionism, and compel every member of the same society to make his way back to Sunderland.

#### CARDIFF BRANCH.

This branch had a visit last Saturday from the editor of *SEAFARING*, who was welcomed by Mr. Gardner, the secretary, and Mr. Harrison, the outside delegate, and by them kindly shewn the sights of this most important port. By some representatives of the local Press and the heads of several large business establishments our editor was also most courteously received. Several members of this branch object to the printing of *SEAFARING* at a non-union house. The circumstances under which the printing was arranged for having been placed before Mr. Gardner and Mr. Harrison, both admitted that the explanation was perfectly satisfactory and quite consistent with Trades Union principles, as it was impossible, under the circumstances, to make other arrangements for a time. Mr. Gardner having heard the matter explained as a Trades Unionist thought that the explanation was satisfactory (although it could not in the interests of the Union be made public), but he agreed to lay the explanation before the Cardiff Trades Council, of which body he is the secretary. The high respect in which Mr. Gardner is held in Cardiff is evident from the fact that he is assured of the honour of a seat in the Town Council if he will but come forward as a candidate. This, in common with all of our readers who know him, we hope he may be induced to do, although his time is already so fully occupied that to place further duties upon his shoulders is like riding a willing horse to death. That Mr. Gardner is a devoted and distinguished Trades Unionist our readers do not require to be told. It is therefore highly important to be able to state that he considers the explanation of our existing arrangements satisfactory, and that until we are able to make fresh arrangements for the printing of *SEAFARING* no Trades Unionist should boycott the paper. As it has been rumoured that Mr.

Gardner approves of the action of A. R. Abbott, our readers will be pleased to learn that he does nothing of the kind, and that he has not even noticed the numerous resolutions which that individual has sent him with a view to getting them passed by the Cardiff Branch. The progress the Union has made here is most satisfactory, the Cardiff Branch being one of the most powerful of all the branches. So powerful, indeed, is this branch that the shipowners found it impossible to resist, and the strike, which in some other places lasted for weeks did not last here many hours, the advanced rate of wages being conceded almost as a matter of course, as the men were so well organised. Mr. Turner, the local shipping master, has been one of the most bitter enemies of the Union here, but the Union is none the worse, while Mr. Turner may, perhaps, be, if he continues to engage in writing for the Press—an occupation forbidden to Board of Trade officials by the rules of the Civil Service. In Cardiff our editor found a great demand for *SEAFARING* which was not being met, and he accordingly made such arrangements for the sale of the paper that nobody who wants a copy need in future go without one.

At a recent meeting of the above branch, Mr. J. Harrison in the chair, the secretary reported to the members the conduct of John McGregor, a member of the Dundee Branch. McGregor engaged as able seaman on board the s.s. *River Indus*, at the Cardiff Shipping Office, to be on board at 6 a.m. on July 16th last. He, however, failed to appear at the appointed time, being on a carouse with a companion. The delegates being informed that he had expressed his intention of missing the vessel they hunted him up and found him at 8 a.m. on July 17th in a disgraceful state of intoxication. They used every persuasive means in their power to get him to join his ship, as she was to sail at 9 a.m., and informed him that the Board of Trade officer had been inquiring for him. He accompanied the delegate to the ship, but refused to go on board, behaving in a most outrageous manner, and bringing disgrace on the Union and its officials. Upon the ship moving towards the locks he was put aboard by the delegate, who proceeded with his note for the captain's signature. By this time the vessel had got clear of the pier head, but McGregor expressed his intention of returning in the tug-boat, the captain at the same time threatening to put him in irons, thinking that would induce him to proceed to his work. He persisted in his disgraceful conduct, and so thoroughly disgusted the captain that he permitted him to leave the ship in the tug-boat *Speedwell* of Cardiff, after getting out to sea a considerable distance. After landing in Cardiff Mr. Gardner, the secretary, took him in a second time, being in hopes of recovering the amount that McGregor was indebted to the Union. Several of the crew, upon witnessing McGregor's departure from the ship, wished to follow his example, and the captain was obliged to request the captain of the tug to keep clear of the vessel's side. McGregor eventually signed articles in a barque, but failed to proceed a second time, thereby defrauding the Union to the extent of £3 10s., having stayed at the Seamen's Union Home, West Bute-street. After considerable discussion a resolution was adopted by the branch censuring McGregor's disgraceful conduct, imposing upon him a fine of £5, and ordering that he be reported to his branch and in the columns of *SEAFARING*. The Seamen's Home attached to the Cardiff branch is becoming so popular that scores of members are of necessity refused admittance every week. It is contemplated to extend the accommodation of the home by 25 beds. This district advocates a present policy of accumulating funds which shall give stability to the Union and make it powerful in the face of the world whenever the time may come for decisive action. Its care and thrift already leaves it possessed of upwards of £1,000 reserve.

At a meeting of the above branch, held on July 29, Mr. J. Harrison in the chair, there was a good attendance. The minutes of the last meeting were read and adopted. The secretary, Mr. Gardner, proceeded to read correspondence from various branches among which was a notification from headquarters stating that it had been decided to convene a meeting of a representative Executive Committee on August 7th next, and requesting the branch to elect its representative at the earliest opportunity. After this a resolution was moved by Bro. Clippet and seconded by Bro. Morris, that the £50 asked for by the General Secretary be sent to the head office. This motion was carried with five dissentients. The President then put before the meeting the necessity of opening a branch of the National Union at Plymouth. He

explained that the Union had greatly neglected the west country ports, and having done so it could not be expected that the seafaring community of these ports could possibly be blamed for not enrolling themselves under our banner. He gave several instances of non-Union crews, especially in the St. Ives steamers. He could not see why Plymouth should not prove a success to the cause as well as Southampton and several other ports which he enumerated. After considerable discussion, in which several Plymothians participated, a resolution was moved by Bro. Atkins, seconded by Bro. Neagle, "That the secretary of this branch, Mr. Gardner, be requested to write the general secretary in reference to opening a branch of the National Union at the port of Plymouth, also pointing out that the Cardiff branch will be prepared to send a delegate down if approved of." This motion was carried unanimously. This concluded the business of the evening, and the meeting closed.

A meeting of boarding masters has been held at the Central Coffee Tavern, Cardiff, to consider what action should be taken with regard to the advance notes of seamen who are shipped at Barry. Mr. H. Weeks, president of the Cardiff Boarding Masters' Association, presided, and there was a large attendance. The chairman entered into the question at some length. The Board of Trade, he remarked, did not recognise Barry as a separate port, but included it with Cardiff. Men shipped at Barry were, therefore, looked upon as if they were shipped at Cardiff. That was a hardship upon the boarding masters, who, unless some action were taken, would have to bear extra expense in conveying the men to their ships, and also run infinitely more risk in obtaining their money. A great deal was said about the great profits they were supposed to be making, but they all knew how absurd this story was, considering the great risks they had to run. Mr. Gallagher gave an instance of the difficulty. He had that week to convey some men to Barry, but the captain of the vessel refused to give him the advance until the ship was sailing out of the dock. That fact delayed him two days and nights. The Chairman thought that if they only adopted a resolution refusing to accept notes on Barry and stood firm, they might remedy the matter. He thought that shipowners, as well as the boarding masters, ought to take some of the risk. Mr. Samuel said that, as things existed at present, they were imposing a tax upon the sailor, because, unless something was done, he would have to bear the expense of his carriage to Barry, and he would have, too, a considerably greater discount to have his Barry notes cashed at Cardiff. Mr. Graffunder said that the present system must of necessity victimise the seamen or the tradesmen. It was only right that the shipowners should provide the means of conveyance from Cardiff either by tugboat or rail, and that they should allow the advance notes to be payable at the Pierhead, Cardiff, or the Great Western Railway Station, Cardiff. Ultimately, on the motion of Captain Minto, seconded by Mr. Burgess, and supported by Mr. Graffunder, it was resolved unanimously:—"That no notes for advances be taken on Barry Dock, but that cash must be paid before the men leave Cardiff Pier-head or the railway station."

#### NEWCASTLE BRANCH.

A general and important meeting of this branch was held on July 22, but the report of it was so late in reaching us that it could not, much to our regret, appear in *SEAFARING* of last week—in fact, *SEAFARING* of last week had already been printed, and was being sent to all corners of the three kingdoms when the report arrived. But here it is at last. Mr. Errington presided at this important gathering, and the secretary, Mr. John Mansell, read the minutes of previous meeting, and on the motion of Mr. McClure, seconded by Mr. Maskey, they were unanimously adopted.—Correspondence was read from Mr. Abbott, asking the Branch to pass resolutions condemning the general secretary and the Executive Council, also for a conference of secretaries to be held at the earliest opportunity.—The Chairman said that having heard the correspondence read, and the letters of Mr. Abbott, who tried to coerce them into passing resolutions by saying the Union would break if a conference of secretaries were not held, he could tell Mr. Abbott that so long as the rules were adhered to there was no fear of the Union breaking up, and he thought that if a man tried to breed dissension among the members he ought to be expelled. (Hear, hear, and applause.)—Mr. Rising, sen., said the president had not mentioned what was in the letter, saying that Mr. Mansell's turn would be next if he

tried to introduce reforms. He, for one, and he believed that he spoke for the whole of the members in Newcastle, had faith in the Executive Council, in Mr. J. H. Wilson, general secretary, and in Mr. Mansell, their branch secretary—(applause)—and he could not see why any such thing as a conference should be held until the Annual General Conference. (Hear, hear.) He would also like to hear Mr. Mansell's opinion on this question. (Hear, hear.)—The Chairman said that seeing the general opinion of this meeting was to hear Mr. Mansell, he could do no other than call upon him to express his opinion. (Hear, hear.)—Mr. Mansell said he would much rather have remained neutral, for it might be thought that he had some personal hate against Mr. Abbott. ("No, no.") He could assure him that he had no animosity against any official—(hear, hear)—but he was compelled to speak his mind and do as his conscience dictated him. He was sorry to think that any official of this Union should take upon himself the responsibility of dictating to the Executive Council and general secretary. He contended that the officials of this Union were the servants of the Executive Council and the members in general, and when he took into consideration a notice that had been sent to him that Mr. Abbott had been discharged from his official position, he had no right, nor was he justified in making the charges he had made, not only against the general secretary and Executive Council, but against the editor of *SEAFARING*. His (the speaker's) opinion was that these charges had been made by an official who knew that his connection with the Union was nearly severed, and the only way to get sympathy on his side was by breeding dissension among the members in every port. A very poor and lame way for a man that calls himself honest and straightforward to do. His (the speaker's) ideas were that if he was tired of his official position he would adhere to the rules and give due notice required by those rules, and still do his best to help the Union all he could—(hear, hear)—for if there were any flaws or grievances was it policy to fly to the newspapers and let the public think that things were all wrong, and that the Union was a failure? He (the speaker) considered that the wisest plan would have been to communicate with the general secretary and let him bring it before the Executive Council, who no doubt would use their utmost endeavours to get things put into order. Members must also take into consideration that the rules actually state that the Executive Council are to be appointed at the annual conference, and at that time there were only five branches, and those branches were represented at the annual conference, and by those delegates the Executive Council was elected, also the general secretary. The speaker believed that Abbott was on that conference, so why should Abbott complain of those he helped to elect until their time of office expires? Mr. Mansell said that in his letter Mr. Abbott stated that his (Mr. Mansell's) turn would be next. But he knew so long as he acted according to the rules laid down and had no aspirations for the office of general secretary, and did the commands of the Executive Council, and had the confidence of the members of the branch he represented, there was no fear of anyone being asked to resign. But should such be the case he would willingly resign in favour of anyone whom the Executive or the members of the branch thought fit to elect. He would not detain them any longer but would leave it to themselves whether they placed confidence in the Executive Council and the general secretary, or thought fit to call upon them to resign. After the chairman had spoken condemning the action of Mr. Abbott, who he said was not worthy to be an official of the Union, the following resolution was passed: "That this meeting has every confidence in the Executive Council and the general secretary, and approves of their past conduct in the general management of the Union. This branch also condemns the action of Mr. Abbott trying to breed dissension amongst the members of the Union." A vote of thanks to the chairman concluded the meeting.

#### DUNDEE BRANCH.

A meeting of this branch was held on Monday night, when, much to everybody's surprise, Mr. J. H. Wilson, our general secretary, put in an appearance. After a few minutes' rest he proceeded to address the members. He explained at some length the cause and results of the recent strike, and in short cleared up any little misunderstanding which may have prevailed amongst the members of this branch. After a little discussion, the former vote of censure which was passed on the Executive was rescinded, and a vote of confidence was passed in

its place. The utmost enthusiasm was displayed throughout the entire meeting, which lasted for two hours and a half. Three cheers for Mr. Wilson, and expressions of confidence in our paper, *SEAFARING*, closed a most successful meeting.

#### GRIMSBY BRANCH.

We have been fairly successful during the past week or two in maintaining fair rates of wages in this port, and gradually adding to our numerical strength. The seed of Unionism has been fairly sown during the summer among the fishermen, and we are in hopes of reaping our reward by a considerable influx into our ranks on the break-up of the summer fleets and their consequent return home. The question of sending delegates to a conference was brought forward at our last meeting, and nominations made; the final selection to be made at a meeting on August 2. The members of this branch think it very inopportune at the present time, as the funds of the Union, after our recent severe struggle, require carefully looking after and using as economically as possible, and our annual meeting to take place in October, which will cost another large sum. But "needs must when the devil drives," and it is the wish of the majority that this conference should take place, we have no other alternative but to accept it, and unite with our brother Unionists in consolidating our ranks.

#### GLASGOW BRANCH.

A meeting of the above branch was held on July 25th, Mr. J. McDonald in the chair. There was a large attendance of members. The minutes of the last meeting were read and approved of. After a good deal of discussion for and against a levy of 4d. per month to be put on each member of our branch to make up for the money we spent on the last strike, it was thought wise to let it stand for the present to allow the members to recover themselves first. A good deal of dissatisfaction was expressed that the dock labourers got so much of our funds during the strike. The election of officers then took place when Mr. M. E. Darby was elected secretary for the branch for the next six months. When he got up to thank them for the confidence which they seemed to have in him he was received with such applause that proved to him the warm feeling that the members have towards him, as well as confidence. The chairman was next elected unanimously after serving the branch the last six months. Mr. Samuel Marshall and Joseph McKernan were elected outside delegates, after serving the branch the last six months. The branch is regaining fast the position which we had before the strike, a position second to none in the Union, so we have reason to be proud of the National Union in Glasgow.

#### CORK BRANCH.

The first half-yearly meeting of this branch was held on Friday, July 26, Mr. M. Austin in the chair. The chairman explained the results that attended the deputation that went to Youghal, where a new branch was formed, and was confident that the principles of the Union would be fully maintained in that port by the men. Referring generally to the position of the Union in the Irish ports, and especially in the south, he thought there was a wide field for its development. Such ports as Limerick, Waterford, and Dungarvan should have a branch, and he trusted that this subject would receive the attention of the Executive Council as early as possible. As regarded their own branch he was happy to say that it was making immense progress. The balance-sheet certified to by the auditors, shewed a healthy condition of affairs, the members paying their subscriptions regularly. As to privilege cards they were to be discontinued, while the entrance fee was raised from 2s. 6d. to 10s. 6d., to come into operation after that date. The statement of accounts was unanimously adopted on the motion of Mr. Meany, seconded by Mr. Longhead. The election of officers for the ensuing half-year was then proceeded with, and by general desire of the members Mr. Austin was unanimously elected secretary, being proposed by Mr. Longhead, seconded by Mr. Delea, who remarked that the success of the branch was attributable to the attention and energy of Mr. Austin. The outgoing trustees were re-elected, viz., Messrs. White, Daly, and Travers. Mr. Bordessa was appointed check-steward, while the veteran treasurer, Mr. McGrath, received the hearty plaudits of the meeting on being re-elected. A warm vote of thanks to the late secretary (*pro tem.*) brought the proceedings to a close.

#### GOOLE BRANCH.

At the recent meeting of the above branch it was proposed by Bro. Field, seconded by Bro. Hackett, that this meeting of members of the Goole branch N.A.S. and F.U. of Great Britain and Ireland do place every confidence in our G.S., Mr. J. H. Wilson, also in the E.C., for the able and praiseworthy manner in which they have conducted the business of the Union up to the present, and further we trust at the next annual general meeting it may become a more representative one.

#### SEAFARING DISASTERS.

*Ardnamull*, previously reported aground at Faynes, was floated, and is now in Limerick discharging; all well.

*Aries*. Telegram from Lloyd's agent at Stromeferry states: *Aries*, steam yacht (previously reported), salved and safely beached Plockton Harbour.

*Alma* (barque), of Christiansand, collided with the *Hazard* (tug), off the Tyne, carrying away the latter's funnel and doing other damage. The *Alma* was timber-laden for Sunderland.

*Albyn* (ship), from Calcutta, arrived at Dundee. The master reports: On April 16, in lat. 22 S., long. 81 E., a fire broke out in the forepeak amongst some jute, but was extinguished by flooding the forepeak with water. A considerable number of bales of jute and some sails were damaged by fire and water.

*Blanchory*, from Aberdeen, arrived in the Tyne in tow of two tugs in a disabled condition. Sternpost and rudder damaged while at Aberdeen.

*Balmuir*. Lloyd's agent at Cronstadt telegraphs, July 30: *Balmuir* (British), for London, laden with oats, in going down the River Neva, grounded at the entrance canal, but was got off without assistance, has been surveyed, and proceeded.

*Coquet*, see *Mary Ann*.

*Carrie* s, reported ashore in the Bosphorus, has re-floated unassisted.

*Copsefield*, Mauritius for New York, has put into Simon's Town, dismasted and with bulwarks considerably damaged, stern-post shaken, and part of cargo jettisoned and lost.

*Columbus* (barque), of and from Brevig, and *Topsy* (schooner) were in collision in Sea Reach, Thames; both vessels sustained some damage.

*Craighill*, see *Denia*.

*Castleton*. Lloyd's agent at Durban telegraphs July 28: *Castleton*, Mauritius to New York, has put into Durban damaged.

*Dundonald*. Lloyd's agent at Calcutta telegraphs *Dundonald*, bound from Calcutta for Talcuano, has been totally wrecked at Cocos lighthouse. Crew saved.

*Dryad* (British ship), from Caleta Buena, has arrived at New York with considerable damage.

*Devonshire*. Lloyd's agent at Sunderland telegraphs: *Devonshire* s, put back to Cuxhaven, morning 26th, with tube broken.

*Denia*. Telegrams from Archangel report as follows: Steamers *Denia*, Sunderland, and *Craighill*, Glasgow, collided going down the river wood-laden. *Denia* has put into Archangel badly damaged, and must discharge; *Craighill* proceeded.

*Enterkin*. A telegram from Mauritius, via Colombo, reports arrival at Mauritius on the 11th of the Glasgow ship *Enterkin*, with cargo shifted. *Enterkin* left Barrow on March 15 for Melbourne, and considerable anxiety has been felt as to her safety.

*Ertogrol*. Lloyd's agent at Ismailia telegraphs, 30th July: *Ertogrol*, sternpost broken in siding kilometre 133, on bank; will be towed to Suez Dock.

*Falcon*, of Sunderland, was proceeding down the River Tyne, laden with coal for Stockholm, she took a shear and ran ashore immediately above the *Wellesley* training ship, and in so doing carried away the moorings of several craft. She was got off with the assistance of four steam tugs and proceeded on her voyage, damage, if any, unknown.

*Fleur de Lys*. Lloyd's agent at Ostend telegraphs July 25: *Fleur de Lys* (yacht) was run into by steam trawler *Tertia*, in Ostend Basin, and greatly damaged.

*Frances* (schooner), of Liverpool, for Connah's Quay, and the *Hampton*, of Dublin, were in collision in the Mersey on July 27. Former had bowsprit and knighthead carried away, and five planks stove in on starboard bows; all damage above water. Vessel has been beached at Newferry for examination.

*Gipsy Maid*. Lloyd's agent at Padstow telegraphs, July 31: *Gipsy Maid*, of Padstow, Moore master, laden with clay, whilst towing from Wadebridge to Padstow, grounded on Wadebridge Breakwater. A telegram subsequently received reports *Gipsy Maid* floated off the breakwater; no damage reported.

*Glenmore* s, from Galway, has arrived at Liverpool with one plate damaged, having fouled *Barrels* Lightship during foggy weather.

*Hazard*, see *Alma*.

*Hampton*, see *Frances*.

*Ingram* s reported ashore at Pensacola, came off without assistance and without damage, and proceeded on her voyage.

*John* (barge), John Dudin, Horselydown, owner, laden with flour in sacks, was found sunk at the Globe Flour Mills, Ratcliffe, River Thames, and part of the cargo adrift in the river; cause unknown.

*Katy*. Lloyd's agent at Calmar telegraphs, July 31: *Katy*, previously reported damaged, proceeded from Oscarshamn, with all cargo (coals) on board.

*Kama*, reported grounded near Kew, has a rock through her bottom, and lies in the middle of the channel, 100 fathoms from the deal yard, and the tide flows in and out of her. Deckload being discharged.

*Kishon*. Lloyd's agent at Port Elizabeth telegraphs July 24: *Kishon*, Mauritius for New York, has put into Port Elizabeth with loss of some sails and boats, and damage to bulwarks.

*Kaipong*. Lloyd's agent at Amoy telegraphs: *Kaipong* s, belonging to the China Navigation Company, has gone ashore on Rees Island, and there will apparently be some trouble in getting her afloat.

*L. E. Charlwood* s, has put back to Cardiff with crank shaft broken.

*Leading Chief* (brigantine) for Paysandu, passed Woolwich in tow of *Woodcock*, with loss of mizzen-mast and all of her forequarter carried away.

*Laraca* s, of Liverpool, while proceeding from Gunn's Dry Dock to the East Basin, Cardiff, struck the quay, damaging stern plates, &c.

*Lufra* (barque), which collided with the Norwegian barque *Bondevennen* off St. Catherine's Point, arrived at Gravesend, and will return to dock after discharging explosives in Higham Bight.

*Mameuke* s, of Liverpool, has put back to Penarth Roads with machinery out of order.

*Maria Stonham*. Lloyd's agent at Londonderry telegraphs: *Maria Stonham*, from St. John's, is aground on the flats.

*Mary Ann* (passenger s), of Newcastle, and *Coquet*, of Shields, collided in Shields Harbour. Both damaged.

*Mallgate*. Lloyd's agent at Brisbane telegraphs, July 30: *Mallgate* (British barque), from Newcastle, NSW, for San Francisco, coal laden, has been totally wrecked on Middleton Reef; part of the crew saved, remainder missing.

*Marne* (British steamer) is at Rouen with boilers leaking. Repairing in harbour; will proceed.

*Northumbria* (British ship), from Mobile for Belfast, has put into Fortress Monroe leaky, and with other damage.

*Ocean*. Lloyd's agent at Rye telegraphs: *Ocean*, Ward master, Newcastle to Rye and Southampton, laden with soda, has gone ashore in the river. Part of cargo wet, all must be discharged.

*Parthenope*. Telegram from Lloyd's signal station at Dover states: Brigantine *Parthenope*, of Dram, Sundswall to Conway, with planed boards and planks, coming in very leaky condition.

*Pamila*. Telegram from Portrush reports: Steam pinnace *Pamila* total wreck in Bann River, co. Newry; crew all safe.

*Petersburg*. Lloyd's agent at Copenhagen telegraphs, July 25: A Dutch schooner, name unknown, and the *Petersburg* s, of L. I., have been in collision, the former was slightly damaged. The latter proceeded; damage, if any, unknown.

*Resolve* s, arrived at Sunderland, reports when entering the Wear stranded, but without apparent damage.

*Royal Tar*. Lloyd's agent at Sydney telegraphs July 29: *Royal Tar* (British bark), from Vancouver for Port Pirie, has put into Sydney through stress of weather, and with deck cargo shifted.

*Rosa* (screw trawler), of Montrose, in proceeding down the river at Montrose struck one of the screw piles laid down for mooring dredger. Was afterwards taken off and beached, full of water.

*Surprise* (of Barrow), for Liverpool, struck the dock gates at Warrington. Damage, if any, not known.

*Southern Cross*. Telegram from Oban states: Steam yacht *Southern Cross* is ashore on rocks in Loch Slapin, Skye; assistance sent.

*Swallow* s, from Sunderland, cargo coals, took the mud in the tidal harbour Dundee, but afterwards floated and docked, making water; since placed in dry dock; on examination found two plates in bottom on starboard side holed and about 200 tons coal damaged by water.

*Sierra Pedrosa*. Lloyd's agent at Capetown telegraphs, July 31: *Sierra Pedrosa* (British ship), has gone ashore in the harbour at Capetown.

*Southern Cross* (yacht), reported on rocks near Skye, floated, damage apparently slight, yacht is not leaking, and is proceeding for the Clyde.

*T. G. V.* (British brig), which sailed from Swansea for Treport, was sunk through collision with a steamer, crew landed at Swansea.

*Thordisa*. Lloyd's agent at Philadelphia cables: The fire on board the *Thordisa* s, has been extinguished; had part of her outward cargo on board; part of the cargo lost, 5,000 barrels; steamer damaged, but to what extent not yet known.

*Thetis*. Telegram from New York states that the *Thetis* s, called at Bermuda to repair machinery.

*Two Friends*, of Guernsey, from London for Shields, has been towed into Lowestoft, making much water, having sprung a leak at sea; pumbers engaged.

*Topsy*, see *Columbus*.

*Tertia*, see *Fleur de Lys*.

*Victoria*, London for Lisbon, arrived at Plymouth July 31, with machinery damaged.

*British Prince* s, at Liverpool, reports having had very light westerly winds and fine weather, with a smooth sea; no ice; dense fog in Channel.

### HOMEWARD BOUND SHIPS.

The following ships have been reported as homeward bound since our last issue:—

Alice Rickmers, left Singapore June 26—for Liverpool  
A. Clark, Whitfield, left Rio Grand June 19—for Liverpool  
Avonia, Foster, clrd at Pansboro July 9—for Liverpool  
Avril's, Gunderson, clrd at Mobile July 11—for Liverpool  
American s, left New Orleans July 26—for Liverpool  
Aurania s, left New York July 27—for Liverpool  
Australia s, left Albany July 25—for London  
Alroy, Pyrrell, clrd at Halifax July 18—for Queenstown  
Achille F. Gelle, clrd at Ensenada June 21—for Falmouth  
Alcide, Molinari, left Santa Fe June 25—for Falmouth  
Askr, left Quebec July 12—for Dundee  
Amphitrite, Anderson, left San Francisco July 26—for Channel  
Anna Elizabeth, Olsen, left Monte Video May 20—for Channel  
Andola, Pasamore, clrd at Rangoon June 24—for Channel  
Aristides, Bjornebo, clrd at Hubbard's Cove July 12—for Cardiff  
Ashlow, left St John, NB, July 16—for Cork  
Adele Eustathion, Scisco, clrd at Pensacola July 19—for Cork  
Bencroy, left Kurrachee July 16—for Liverpool  
left Peru July 28  
British King s, left Philadelphia July 25—for Liverpool  
Beaconsfield s, left Sydney July 23—for Liverpool  
Beresford s, left Kurrachee July 25—for Liverpool  
Borderer s, left Boston July 29—for London  
Britannia s, left Madras June 18—for United Kingdom  
left Perim July 23  
Bhotan, Thomas, left Mauritius June 10—for Cork  
Brigella s, left Baltimore July 23—for Leith  
Belle Vue, left Quebec July 19—for Newport  
Bertha, Agerup, clrd at Bathurst July 11—for Sharpness City of Edinburgh s, left Bombay July 13—for Liverpool  
left Suez July 27  
City of Chester s, left New York July 24—for Liverpool  
City of Rome s, left New York July 24—for Liverpool  
Claudine, Robertson, clrd at Pansboro July 12—for Liverpool  
left Aden July 30  
Clan Monroe s, left Madras June 23—for London  
left Gibraltar July 29  
Clan Camerons s, left Madras July 2—for London  
left Malta July 31  
Clan Matheson s, left Calcutta July 3—for London  
left Suez July 27  
Carthage s, left King George's Sound July 5—for London  
left Suez July 28  
Clare s, left Madras July 6—for London  
left Peru July 24  
City of Bombay s, left Calcutta July 19—for London  
left Colombo July 24  
Clan Alpine s, left Madras July 22—for London  
left Galle July 6  
Constantia, Jacobsen, clrd at Chatham July 10—for London  
Cephalonia s, left Boston July 27—for London  
Clan Grant s, left Calcutta July 30—for London  
Ching Wu s, left Hong Kong July 27—for London  
Cooleen, Hall, left Fremantle May 14—for Channel  
left Houtmans, Abrolhos, May 20  
Charles Bal, Nilsen, left Hapai May 9—for Channel  
Commander Solling, Antsen, clrd at Richibucto July 9—for Glasson Dock  
Caledonia, Laurentsen, clrd at Yarmouth, NS, June 24—for Ayr  
City of Ottawa, left Quebec June 27—for Barrow  
Carrie L Smith, Clason, left Hillsboro, NB, July 9—for Fleetwood  
Columbia s, left Boston July 27—for London  
Columbus, Gjertsen, clrd at Quebec July 13—for W. Hartlepool  
Discovery s, left Tuticorin June 22—for Liverpool  
left Tarifa July 28  
Doric s, left New Zealand July 25—for Liverpool  
Duke of Argyle s, left Calcutta June 26—for London  
left Malta July 30  
D. H. Morris, Morris, clrd at Philadelphia July 12—for London  
Drachenfels s, left Calcutta July 23—for London  
Denmark s, left New York July 27—for London  
Denbighshire s, left Singapore July 28—for London  
Dabulamanzi s, left Port Natal July 27—for London  
Dobaldern Castle, left San Francisco July 12—for Q'town  
Drot, left Moulmein June 22—for Channel  
Daggy, Angensen, clrd at Buctouche July 3—for Grimsby  
Egypt s, left New York July 25—for Liverpool  
Edith, Nicholson, left Quebec July 15—for Liverpool  
Edmonton, Rousseau, clrd at Quebece July 13—for Liverpool  
Earl Rosebery, Frampton, left Lyttelton May 4—for London  
Evelina, Niemann, clrd at Savannah July 15—for London  
Ethiopia s, left New York July 30—for Glasgow  
Ebba, Olsen, clrd at Bathurst, NB, July 8—for Sharpness  
Epsilon, Jones, left Port Nolloth June 24—for Swansea  
Festine, Lente, Pedersen, clrd at Chatham July 10—for London  
Frank, left Leguna June 20—for Queenstown  
Finland, Lundqvist, clrd at Halifax July 18—for U. Kingdom  
Fratelli Bianchi, clrd at Buenos Ayres June 23—for Cardiff  
Gullivara s, left Monte Video July 8—for Liverpool  
left St Vincent July 28  
Gulf of Corcovado s, left Callao June 11—for Liverpool  
left Rio Janeiro July 25  
Godiva s, left Truxillo June 20—for Liverpool  
left Belize July 16  
Gordon Castle s, left Pernambuco July 3—for Liverpool  
Germanic s, left New York July 24—for Liverpool  
Garrick s, left Rio Janeiro July 26—for Liverpool  
Gulf of Trinidad s, left Callao July 26—for Liverpool  
Gladstone, Sulter, left Quebec July 15—for Liverpool  
Gulf of Trinidad s, left Callao July 26—for Liverpool  
Glenfalloch s, left Hong Kong June 22—for London  
left Suez July 27  
Gulf of Martaban s, left Singapore June 24—for London  
left Gibraltar July 28  
Golconde s, left Madras July 13—for London  
left Aden July 26  
Governor Wilmot, Morris, left New York July 18—for Bristol  
Gateside, Roberts, clrd at Port Nolloth June 29—for Swansea  
Glanrafon, Bevan, left Port Nolloth June 27—for Swansea  
Hercules, Pitard, left Dalhouse July 26—for Liverpool  
Huzara s, left Bombay June 25—for London  
left Malta July 25  
Hesperia s, left Calcutta July 4—for London  
left Peru July 26  
Hellenes s, left River Plate July 22—for London  
Hilma, Cronberg, left Port Townsend June 21—for London  
Hogarth s, left New York July 28—for London  
Hispania s, left Calcutta July 27—for London  
Henley s, left Moulmein June 9—for Glasgow  
left Gibraltar July 25  
Hjalmar, Brunn, clrd at Buctouche July 3—for Fleetwood  
Hero, left Quebec July 16—for West Hartlepool  
India s, left Calcutta July 20—for Liverpool  
left Madras July 26  
Iowa s, left Boston July 30—for Liverpool  
Isipingo, Phillips, left Table Bay 8—for Falmouth  
Italia s, left New York July 25—for Clyde  
John, left Port Nolloth June 21—for Hull  
Johann Ludwig, Gjertsen, clrd at Buenos Ayres June 21—for Cardiff  
Karamania s, left Bombay June 25—for Liverpool  
left Marseilles July 31  
Kirby Hall s, left Bombay July 10—for Liverpool  
left Suez July 28  
Kerbelia s, left Bombay July 24—for London  
Kate Croby, M'Master, clrd at Chatham July 11—for Belfast  
Lennox s, left Yokohama June 15—for Liverpool  
left Suez July 28  
Locksley Hall s, left Kurrachee July 17—for Liverpool  
left Suez July 30  
Louise Lubcke, Kieff, left Havana July 7—for Liverpool  
Laplace s, left New York July 27—for Liverpool  
Ligurie s, left Adelaide July 8—for London  
left Perim July 23  
Lufra, Evensen, left Port Royal July 18—for U. Kingdom  
Lizzie Ross, left Brunswick July 11—for Grangemouth  
Lancaster s, left Kurrachee July 3—for Limerick  
left Malta July 29  
Lyna, left Quebec July 16—for Troon  
Macduff, Petersen, left New Westminster, BC, June 30—for Liverpool  
Methley Hall s, left Bombay July 28—for Liverpool  
Mirazope s, left Calcutta —— for London  
left Suez July 28  
Merionethshire s, left Shanghai July 25—for London  
left Foochow July 30  
Maryland s, left Baltimore July 27—for London  
Martello s, left New York July 30—for London  
Mary, Pert, clrd at Demerara June 4—for Queenstown  
Minnie Swift, Liswell, clrd at Darien July 15—for Greenock  
Myrose, Cizard, left Bangkok July 19—for Channel  
Minerva, Albers, left Surinam July 9—for Channel  
Marion, clrd at Port Royal July 11—for United Kingdom  
Marion, George, left Coosaw, SC, July 16—for U. Kingdom  
Magdalene, Jense, clrd at Quebec July 17—for Montrose  
Mersey, Dunn, left Port Pirie June 10—for Greymouth  
Moor s, left Cape Town July 24—for Southampton  
Norsemann s, left Boston July 24—for Liverpool  
Nubia s, left Singapore June 23—for London  
left Suez July 28  
Norfolk Island, left Saigon July 19—for United Kingdom  
Norwegian s, left Montreal July 28—for Clyde  
Nicosian s, left Quebec July 25—for Leith  
Nostra Madre, left Buenos Ayres June 8—for Penarth  
Otto Antonie, left Quebec July 12—for Dublin  
Ortranto s, left New York July 30—for Hull  
Osmo, Abrahamsen, clrd at Quebec July 12—for Newcastle  
Palestine s, left Boston July 20—for Liverpool  
Patent, left Halifax July 16—for Liverpool  
P C Petersen, Stundt, clrd at Pensacola July 18—for Liverpool  
Pallas s, left Calcutta —— for London  
left Malta July 31  
Peshawar, left Shanghai —— for London  
left Gibraltar July 30  
Petroclos s, Pulford, clrd at Shanghai July 12—for London  
Persian Moharrs s, left New York July 27—for London  
Perejero, left Montreal July 24—for Glasgow  
Prospect, Wold, left Probolinggo June 15—for Channel  
Pcneira, clrd at Iquique May 28—for U. Kingdom  
Pharos, left San Francisco prior to April—for Dublin  
left Teneriffe July 29  
Rising Star, left Taital about May 18—for U. Kingdom  
Rochdale s, left Beaufort —— for Cork  
left Newport News July 22  
Rolando Secundo, Rolando, clrd at New York July 16—for Cork  
Reciprocity, Jones, clrd at Mobile July 18—for Southampton  
Starlight s, left Quebec July 20—for Liverpool  
left Sydney, CB, July 24  
Shannon s, left Colombo July 28—for London  
Star of Bengal, Legg, left Calcutta July 4—for London  
Sarah and Emma, Lewis, clrd at San Francisco July 11—for Queenstown  
Snaefrid, Uistrop, clrd at Buenos Ayres June 27—for Falmouth  
Stant, Olsen, clrd at Buenos Ayres June 21—for Falmouth  
Start s, left Bombay July 12—for Aberdeen  
left Suez July 29  
State of Indiana s, left New York July 25—for Glasgow  
Satellite, Keaton, clrd at St. John, NB, July 12—for Clare Castle  
Thales s, left Monte Video July 4—for Liverpool  
left St Vincent July 27  
Thomas Turnbull s, left Port Royal July 22—for Liverpool  
left Norfolk July 26  
Toronto s, left Quebec July 26—for Liverpool  
Tainui s, left Wellington June 27—for London  
left Teneriffe July 30  
Telemachus s, left China —— for London  
left Gibraltar July 30  
Thomas S. Stowe, Fraser, left Moodyville July 18—for London  
Ulysses s, left China —— for London  
left Perim July 29  
Virgo, Michelsen, clrd at Savannah July 14—for Liverpool  
Volla s, left Sierra Leone July 30—for Liverpool  
Vale, Olsen, left Bahia Blanca June 22—for Penarth  
Vidafane, Vass, clrd at Pensacola July 16—for Barrow  
Valborg, left Quebec July 11—for West Hartlepool  
Wyoming s, left New York July 30—for Liverpool  
Wileysike s, left Calcutta July 16—for London  
left Galle July 28  
Wandsworth s, left Monte Video July 29—for United Kingdom  
Yeoman s, left Melbourne June 14—for London  
left Suez July 31

## THE GENERAL SECRETARY IN SCOTLAND.

Mr. Wilson, who was at Dundee on Monday, went to Montrose on Tuesday, looked round the branch, &c., made arrangements for extending operations, and then he visited Burnt Island and interviewed the branch secretary, &c., and next went to Leith, where he held a meeting which was very enthusiastic; and then votes of thanks and confidence in Mr. Wilson and Executive Council, and SEAFARING were passed. He reached Sunderland on Wednesday, and the same evening spoke at Middlesbrough.

**WAGES CLAIM.**—At Hartlepool, on July 30th, Charles Doe, A.B., summoned William George Kerr, master of the ship *General Haweck*, for £1 7s., wages due.—Mr. Matthew Harrison appeared for the plaintiff, and Mr. Herbert Bell defended.—John Odgers, Custom House officer, produced the articles which the plaintiff signed on March 27th. Witness stated that the

voyage was one from Lymington to West Hartlepool, and that the plaintiff was bound to give 24 hours' notice of leaving, to determine the engagement. The wages became payable after the discharge of the cargo.—The plaintiff, Charles Doe, examined by Mr. Harrison, said they came in ballast to West Hartlepool from Lymington, at which latter place he joined the vessel.—The Clerk: Was there any cargo on board the ship when you left?—Witness: None, sir; there was just the ballasting of sand.—Alderman Horsley: You maintain that you had done all that you had to do?—Witness: Yes, sir; all that we had to do was to haul the ship under the ballast crane to enable the shore men to get the ballast out.—Mr. Bell admitted the fact of due notice being given to leave.—Witness said that when he gave in his notice the master told him if he left the ship he would leave his wages too. He refused to pay him, and declined to give him his discharge. In consequence of this witness had not been able to get another berth.—Mr. Bell, interposing, said it was not usual to give a

discharge in the home trade.—The Clerk: Did you assist to get the ballast out?—Witness: No, sir.—Mr. Harrison: The ballast is taken out by the company, not the crew.—Cross-examined by Mr. Bell, plaintiff said there were no coals on board the ship when he left. It was not true that there was half a cargo in.—Mr. Bell: Then there is an end to it. The plaintiff also sought to recover compensation for loss of time during the two months he had been on shore through the master not granting him a discharge to get another ship.—Mr. Bell repeated his statement that the law did not provide a discharge in the home trade. The Bench assented, and made an order against the defendant for £1 7s. and costs.

A Paris tradesman, named Tranchant, whose shop is in the Rue Vaugirard, was waylaid the other night in the passage of his private residence, next door, by two men, who robbed him of two boxes he was carrying home for safety, containing jewellery and securities to the value of £2,600. Tranchant's assistant, who was closing the shop at the time, ran into the passage on hearing his master's cries, but was knocked down by the thieves, who made off.

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